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OFFICIAL GUIDE



488 SOUVENIR OF THE

1888 ANNUAL ENCAMPMENT

Grand Army of the Republic

MINNEAPOLIS, MINN.

JULY, 1888

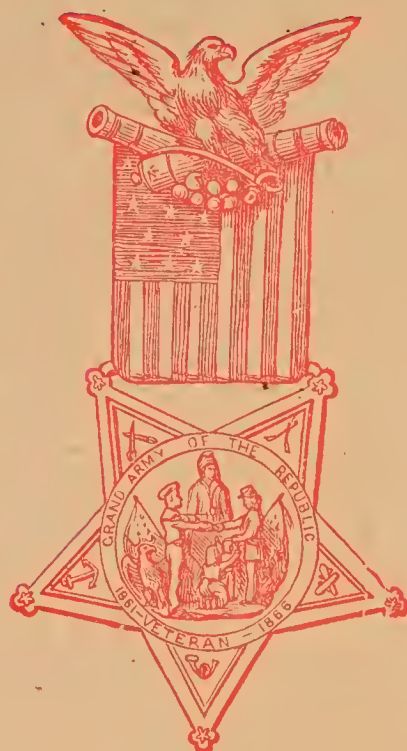
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THE GRAND ARMY

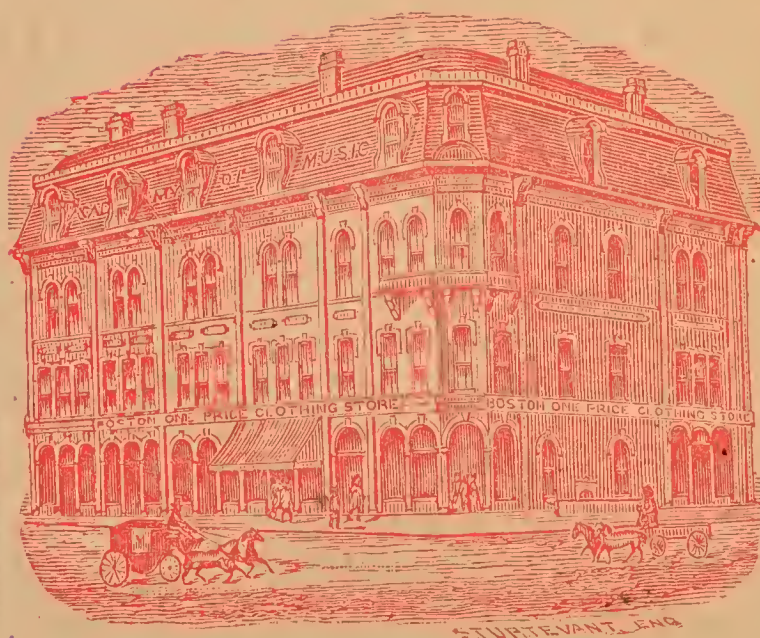
Annual Encampment Directory

THIS



MINNEAPOLIS
BOSTON

The Great Clothing Emporium OF THE NORTHWEST



For business stores in the field
and all other establishments
where clothing is sold
and delivered

Report Furnishing Goods for sale
Etc., Etc., Grand Army Store
and Emporium a Specialty
at Boston, Minn.

Comrades Assured of Prompt and Polite Attention

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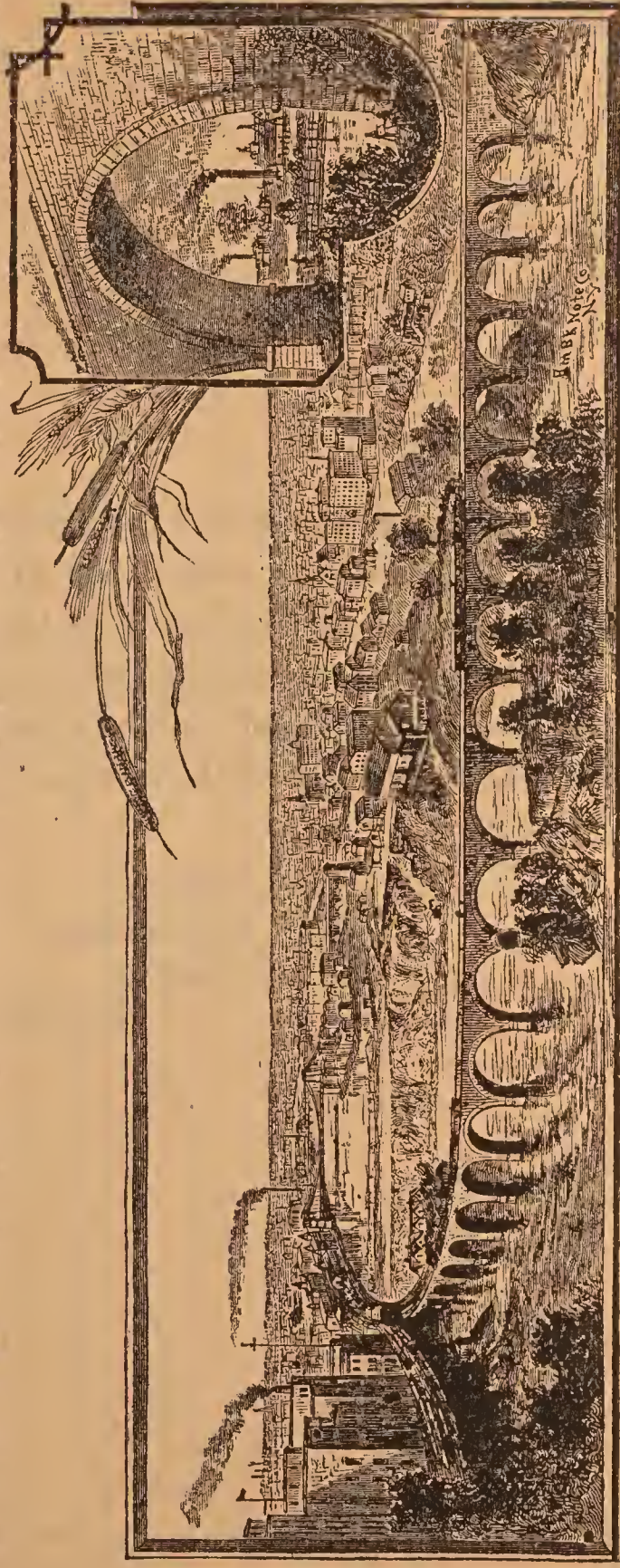
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DEDICATORY.

To the noble band of patriots, living, who carried the Stars and Stripes through four years of terrible war to victory, and to the memory of the thousands of heroes who gave up their lives to perpetuate our glorious institutions, this volume is respectfully dedicated as a souvenir of the meeting in Minneapolis of the remnant of the grand old Union Army, as represented by the beloved order of the G. A. R.

C. A. NIMOCKS,
R. R. HENDERSON,
E. A. STEVENS,
Committee.

NEW MANITOBA SHORT LINE



ST. PAUL, MINNEAPOLIS & MANITOBA RY

VIA THE

LARGEST DOUBLE-TRACK, STONE ARCH BRIDGE IN AMERICA.

Crossing the Mississippi River immediately below the Falls of St. Anthony, affords a beautiful view of the Falls with all the industries surrounding this famous water-power.

DOUBLE TRACK, STEEL RAILS, FINEST SCENERY AND SHORTEST ROUTE BETWEEN

MINNEAPOLIS AND ST. PAUL.

A. MANVEL, General Manager.

C. H. WARREN, Gen. Pass. Agent.

INTRODUCTION.

TO OUR VISITORS :

The city whose streets you tread to-day for the first time has been built since you laid down your arms and beat your swords into ploughshares at the close of the most gigantic rebellion in history. On the days when you were marching with Sherman to the sea, Minneapolis was little more than a hazel-brush thicket. When Lee held a certain memorable conversation with Grant under an apple tree at Appomattox, only a few cheap wooden structures lined the west bank of the Mississippi river at the Falls of St. Anthony. Twenty years have elapsed, and to-day we introduce you to a city of 115,000 people, whose vigor is unequaled; whose advantages are unparalleled, and whose brilliant future even the most gorgeous word-painter would scarcely attempt to picture in all its grand possibilities.

On the eastern banks of the Mississippi, where the waters for hundreds of years went madly tumbling over the falls of St. Anthony, and then sped onward to the sea without stopping for an instant on their way to turn a single wheel of commerce, there in time came into existence the village of St. Anthony. Its prosperity was simply that of any ordinary village. But, as years passed, manufactories began to spring up around the great water-power, then practically undeveloped. The manner in which it was monopolized, however, prevented many industries from locating on that side of the stream, and capital was forced to the west bank of the river, which is to-day lined with manufactories representing millions of capital, employing thousands of tradesmen, and whose products are sent to the remotest quarter of the globe.

Commencing at the remotest period in the history of Minneapolis, a few lines will record its brilliant advancement. Thirty years ago this spring it contained twelve residences, these being nothing more than farm houses, widely scattered. Besides these there was one sawmill, with a capacity of one million and one-half feet of lumber per annum. This was the nucleus of the city of to-day. At this time it was not exactly clear in the minds of any of

the denizens what the name of the future metropolis of the Northwest was to be, and for that matter few cared. The secluded residents may have dreamed of paved streets, and million dollar hotels, but not the most imaginative mind could have conceived of any such possibility otherwise. Twelve houses then; half a hundred thousand now. And yet only thirty years have gone into history. At this time St. Paul was an old, established city, while St. Anthony was a thriving village. Of the good luck that had followed in the train of the name of Saint, it was but natural that there should be born an idea that the new town should have a saintly appendage in some way, and be called All Saints. There were other names suggested, such as Lowell and Albion, but finally the name of Minne (water) and Polis (city) was decided upon.

In 1857 there were forty-two business places on the west bank of the river. These increased in number slowly during the succeeding years, and the outbreak of the rebellion found the place one of the smallest villages in the Union. Its growth during the years that followed was of little significance as indicating any future greatness. It was not until 1867, only seventeen years ago, that it took on the robes of municipality, and started on a career of prosperity and growth unparalleled in the history of American cities. Its advance through all the years of depression which followed the war was slow, and in 1870 it had a population of but 18,079. In 1872 the village of St. Anthony was made a part of the city, and in 1880 the population had increased to 48,053. In the three succeeding years it doubled in population, outstripping all of its older and more pretentious rivals, and it is yet booming along at the rate of 15,000 or 20,000 per year, there being to-day a population of 115,500.

With these brief introductory remarks to this souvenir volume, which illustrates a few of our buildings, and briefly reviews our history, our surroundings and prospects, let us introduce you, our welcome visitors, to the metropolis of the Northwest. A city standing at the gateway of the golden grain fields of Minnesota and Dakota, the ranches of Montana and the mines of Idaho; a city midway of the continent, where terminates the Northern Pacific railroad, which stretches away from here westward 1900 miles to the Pacific coast; where commences the Minneapolis,

Sault Ste Marie & Atlantic, running in an air line to the Atlantic seaboard ; a city embracing thirty-six square miles of territory and having within its corporate limits eight beautiful lakes ; a city where thirty lines of railroad center ; a city with broad avenues and streets such as are found in few places on the continent ; a city inhabited by an intelligent, enterprising, thrifty and hospitable people ; a city surrounded by the most charming summer resorts in the world ; a city whose lumber trade is surpassed in magnitude by few points in the United States ; a city of whose mills it has been truly said : " Give us the wheat and we will grind the flour to feed the world ;" and whose annual output represents \$52,000-000 per annum ; a city with over one hundred churches ; a city with the finest public school system in the Northwest ; a city with magnificent houses and palatial business blocks ; a city with paved streets, lighted by electric lights, with seventy-five miles of street railway, with the greatest water-power in the world, (representing 120,000 horse-power) ; with a banking capital of \$6,500,000 ; with a public park system which, when completed, will be unexcelled anywhere ; a city with a board of trade, chamber of commerce, clearing house and other metropolitan establishments of like kind ; a city whose jobbing trade exceeds one hundred millions of dollars annually ; a city with the best fire department in the west ; a city located in a climate whose equal no other region of either hemisphere can equal ; a city where the wheels of trade are turning with ceaseless energy through night and day ; a city, the beauty of whose streets and the culture of whose people are proverbial ; a city where the humblest artisan or the wealthiest capitalist can find equal advantages for a home.

Trusting that your brief summer sojourn in this beautiful Land of Lakes may be one of the bright spots in life's tiresome journey, —one which will be cherished in your memory through succeeding years, let us again, noble band of patriots, bid you welcome, an hundred times welcome, to the beautiful city of Minneapolis ; and if your visit shall prove as pleasant in its reality to you as it already has in anticipation to us, we shall feel that the brief respite from business cares which we have taken to devote a few hours to our honored guests, has truly been the happiest occasion of a lifetime.

WELCOME TO THE G. A. R.



THE WEST HOTEL.

This is one of the few thoroughly fireproof hotels in the country, and is the largest and finest in the Northwest. It is just completed at a cost of one and a half million dollars, and will accommodate in fine style twelve hundred guests. It is elegantly furnished and equipped with every convenience belonging to the finest hotels in the country, and its table and general management is unsurpassed. Over one hundred and fifty rooms have bath rooms and other conveniences attached; the entire establishment is lighted by electricity, and two passenger elevators carry the guests either up or down. The rates for board are \$3 per day and upwards.

C. W. SHEPHARD,
Manager.

COL. JOHN T. WEST,
Proprietor.

HOTEL RATES DURING THE GRAND ENCAMPMENT OF THE GRAND ARMY OF THE REPUBLIC.

WEST HOTEL.

One person, room with bath, \$5.00 per day; two persons, room with bath, \$9.00 per day; three persons, room with bath, \$13.50 per day; four persons, room with bath, \$16.00 per day; all on second, third, fourth and fifth floors. Room on same floors, without bath, \$4.50 per day for single rooms; four persons, \$12. On sixth, seventh and eighth floors, \$5.00 per day for single rooms and baths; two persons, \$8.00 per day; four persons, \$14.00 per day; without bath, single room, \$4.00; four in room, \$12.00 per day.

NICOLLET HOUSE.

Rooms, with baths, from \$10 to \$14 per day for two persons; rooms, with baths, \$14 per day for four persons; rooms, without baths, \$3 per day for one person.

The rates at the Lyndale will be from \$2.50 to \$3.00 per day.

Windsor, Clark, St. James, Travelers', and others, will be \$2.00 per day.

AT LAKE MINNETONKA.

Hotel Lafayette, Lake Park, St. Louis, and the hotels at Wayzata and Excelsior will charge \$3.00 per day. Trains leave for the lake every two hours. These hotels offer superior accommodations.

Nicollet House.



THIS is one of the oldest, and until the present opening of the "West Hotel," has always been the leading hotel of the city.

About one-half of the present building was erected in 1857 and was opened the following year by the proprietors, Messrs. Eustis & Mudd, when the population of the city would only number about 3,000.

The Nicollet House,

Will accommodate about four hundred people, and the rates are from three to four dollars per day.

Geo. N. Baker,

Manager.

Col. John T. West,

Proprietor.

LEGAL RATES OF FARE FOR HACKS AND CARRIAGES

Sec. 13. The price or rates of fare to be asked or demanded by the owners or drivers of vehicles for the conveyance of passengers for hire, shall be as follows :

1. For conveying one passenger not exceeding one mile, 50 cent.
2. Over one mile and not exceeding $1\frac{1}{2}$ miles, 75 cents.
3. Over $1\frac{1}{2}$ miles and not exceeding two miles, \$1.00.
4. For each mile or fraction of a mile over two miles, 25 cents.
5. For each additional passenger of same party, without regard to distance, 50 cents.
6. For conveying children between five and fourteen years of age, half of the above price may be charged for like distances, but for children under five years of age, no charge shall be made.
7. For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, as follows : For the first hour, one dollar and fifty cents. For each additional hour or part of an hour, one dollar.
8. For the use of any cab or other vehicle drawn by one horse or other animal, by the hour, with the privilege of going from place to place with one or more passengers and stopping when required, for the first hour, one dollar. For each additional hour or part of an hour, 50 cents.

Sec. 14. Any passenger in any vehicle for the conveyance of passengers for hire, shall be allowed to have conveyed upon such vehicle, without extra charge, his ordinary traveling baggage not exceeding in any case one trunk and 25 lbs of other baggage. For every additional package, when the whole weight of baggage is over one hundred pounds, if conveyed to any place within the city limits, the owner or driver shall be permitted to charge fifteen cents.



HOFFLIN'S DRUG STORE

101 Washington Ave. S., Minneapolis, Minn.

THE LARGEST STOCK IN THE CITY OF

Pure Drugs, Fancy Goods, Roots, Liquors,
PAINTS, OILS, HERBS,
Patent Medicines, Brushes, &c.

HOFFLIN'S SECURITY DRUG STORE,

Cor. First Ave. S. and Third Street.

The Best Stocked Prescription Drug Store in the Northwest.
DROP IN AND SEE FOR YOURSELF.

COMMITTEE OF ARRANGEMENTS
— OF THE —
18th National Encampment and Reunion
— OF THE —
GRAND ARMY OF THE REPUBLIC,
AT MINNEAPOLIS. MINN., JULY 21, 1884.

EXECUTIVE COMMITTEE.

E. C. Babb, chairman. S. P. Snider, R. R. Henderson, C. B. Heffelfinger, W. S. Hineline, J. P. Rea, C. A. Clawson, C. A. Nimocks, D. M. Gilmore, W. D. Hale, C. H. Benton.

FINANCE COMMITTEE.

[Will wear a badge of old gold color.]

C. B. Heffelfinger, chairman. H. G. Hicks, L. W. Campbell, S. P. Snider, C. A. Nimocks, G. A. Camp, E. M. Wilson, W. D. Hale, M. W. Glenn, G. W. Marchant.

TRANSPORTATION COMMITTEE.

[Will wear a light-blue badge.]

C. A. Clawson, chairman. E. M. Mortimer, A. B. Chamberlain, O. F. Briggs, R. C. Benton.

CAMP COMMITTEE.

[Will wear a cherry-colored badge.]

S. P. Snider, chairman. James Bryant, D. M. Gilmore, W. H. Leonard, D. C. Moak, L. H. Whitson, T. V. Truesdale.

COMMITTEE ON QUARTERS

[Will wear a purple badge.]

W. S. Hineline, chairman. I. C. Seeley, George F. Smith, James Morrison.

COMMITTEE ON ENTERTAINMENT.

[Will wear a pink badge.]

C. A. Nimocks, chairman. C. L. Snyder, I. C. Seeley, Samuel P. Snider, J. P. Rea, R. A. Becker, R. V. Pratt.

“Jake” Barge’s

Sample Rooms, the finest in the Northwest, are located in the new Merchant’s Block, corner of Washington Avenue and First Avenue South.

Mr. Barge came to Minneapolis in 1866 with about \$1,000, opening a sample room on Bridge Square. His stock and fixtures in his present location are valued at \$20,000 and his rooms are palatial in every respect. He carries the finest line of imported Cigars, Wines and Liquors in the country, and is authority for the quality of all goods in his line.



“THE COLUMBIA,”

Now in course of construction by Mr. Barge, on Third Street, is a large brick, and will be used entirely by him as a Restaurant and Garden of Amusement.

COMMITTEE ON RECEPTION.

[Will wear a white badge.]

R. R. Henderson, chairman. A. H. Salisbury, W. G. Byron, W. S. Hineline, E. A. Stevens, Daniel Fish, J. P. Rea, W. A. Spaulding, John Middlemist, M. W. Glenn.

COMMITTEE ON HALL.

[Will wear a seal brown badge.]

J. P. Rea, chairman. C. L. Snyder, J. C. Price.

COMMITTEE ON PARADE.

[Will wear a lavender badge.]

D. M. Gilmore, chairman. A. A. Ames, Win. Brackett, C. H. Benton, C. A. Clawson.

COMMITTEE ON DECORATION.

[Will wear a dark blue badge.]

W. D. Hale, chairman. Selah Mathews, D. W. Jones, G. W. Marchant, Jesse G. Jones, Rev. E. W. Stephens, A. M. Shuey, Thos. Downs, N. E. Blaisdell.

COMMITTEE ON INVITATIONS.

[Will wear a red badge.]

C. H. Benton; chairman. W. G. Byron. J. M. Underwood.

OFFICERS OF CAMP BEATH.

EIGHTEENTH REUNION

— OF THE —

GRAND ARMY OF THE REPUBLIC,

AT MINNEAPOLIS, MINN., JULY 21ST TO 26TH, 1884.

HEAD QUARTERS IN CAMP.

Commander-in-Chief—Samuel P. Snider.

Chief-of-Staff—D. M. Gilmore.

Assistant Adjutant General—W. P. Roberts.

Assistant Adjutant General—J. A. Bixby.

Chief Commissary of Subsistence—V. Truesdale.

Assistant Commissary of Subsistence—J. C. Price.

Chief Quartermaster—Lewis Maish.

Assistant Quartermaster—Calvin R. Fix.

Medical Director—Dr. W. H. Leonard.

Chief of Artillery—C. A. Clawson.

Senior Aide-de-Camp, charge entertainment, C. A. Nimocks.

Aide-de-Camp, charge decoration, Geo. W. Marchant.

Aides-de-camp, R. H. Hankinson, James Bryant, D. C. Moak, H. E. Blaisdell, David Shockey, George W. McKay, Henry Downs, James H. Perry, C. H. Benton, E. L. Higgins, John Middlemist, O. F. Briggs, J. K. Johnson, J. S. Heaton, L. H. Whitson, W. O. Kittleson, E. Kneeland, John Duff, and L. C. Gaver.

PROGRAMME
OF THE
Eighteenth Annual Encampment and Reunion
OF THE
GRAND ARMY OF THE REPUBLIC,
— AT —
Camp Beath, Minneapolis, Minn., July 21 to 26, 1884.

Monday, July 21st.

Will be devoted to receiving visiting comrades and assigning them to quarters.

10 P. M.—Tattoo.

10:30 P. M.—Taps.

Tuesday, July 22d.

6 A. M.—Reveille and Roll Call.

9 A. M.—Guard Mount.

10 A. M.—Public reception by Governor Hubbard and Mayor Pillsbury, Commander Babb, with response by Commander in Chief Beath, and others.

11 A. M.—Surgeon's Call.

The afternoon will be devoted to sports and entertainment of various kinds.

6 P. M.—Dress Parade.

6:30 P. M.—Sunset Gun.

7:30 P. M.—Camp Fire Speeches by the leading Grand Army men present.

10 P. M.—Tattoo.

10:30 P. M.—Taps.

Wednesday July 23d.

6 A. M.—Reveille and roll call.

8 A. M.—Guard mount.

9 A. M.

THE GRAND PARADE,

D. M. GILMORE, CHIEF MARSHAL.

FIRST DIVISION.

Form on 10th street, right on 4th avenue south, Col. C. H. Benton, commanding.

Platoon Mounted Police.
Two Platoons Foot Police.
Marshal and Aids.
Band.

Veteran Generals—Mounted and in Carriages.

Brig. Gen. A. H. Terry and Staff.

Col. Geo. B. Andrews, commanding.

Battery U. S. Artillery.
Regiment U. S. Infantry.
Gov Hubbard and Staff.

1st Regt. M. N. Guard, Col. Bend, commanding.

2nd Regt. M. N. Guard, Col. Bobleter, commanding.

Emmett Light Artillery, Capt. McCarty, commanding.

Ames Zouaves, Capt. Ames, commanding.

Hibernian Rifles, Capt. —

Wolfe Tone Rifles, Capt. McArdle, commanding.

G. A. R. Veterans.

Commander-in-Chief R. B. Beath and Staff.

SECOND DIVISION.

Form on Park avenue, right on 10th street, Capt. A. A. Ames, commanding.

Minnesota First Vol. Assn., Col. Wm. Colville, commander,
as guard of honor for Minnesota battle flags.

Minnesota G. A. R., E. C. Babb, commander.

Dakota G. A. R., Thos. S. Free, commander.

Utah G. A. R., Geo. C. Douglass, commander.

Maine G. A. R., E. M. Shaw, commander.

Pennsylvania G. A. R., F. H. Dyer, commander.

Colorado G. A. R., B. S. Carr, commander.

Tennessee and Georgia G. A. R., E. S. Jones, commander.

Ohio G. A. R., H. P. Floyd, commander.

Washington Territory G. A. R., Geo. D. Hill, commander.

THIRD DIVISION.

Form on 7th avenue south, right on 10th street, Capt. C. A. Clawson, commanding.

Wisconsin G. A. R., Phil. Cheek, Jr., commander.
Oregon G. A. R., F. L. Babcock, commander.
California G. A. R., Jas. M. Davis, commander.
New York G. A. R., Ira M. Hedges, commander.
Vermont G. A. R., C. C. Kinsman, commander.
Kentucky G. A. R., J. C. Michie, commander.
Florida G. A. R., Lyman Reubey, commander.
Indiana G. A. R., Edwin Micar, commander.

FOURTH DIVISION.

Form on Portland avenue, right on 10th street, Capt. Win. Brackett, commanding.

Missouri G. A. R., W. F. Chamberlin, commander.
Michigan G. A. R., R. J. Shank, commander.
Nebraska G. A. R., H. E. Palmer, commander.
New Hampshire G. A. R., J. C. Linehan, commander.
New Jersey G. A. R., A. M. Nevins, commander.
Virginia G. A. R., P. T. Woodfin, commander.
West Virginia G. A. R., W. H. H. Flick, commander.
Maryland G. A. R., Frank E. Smith, commander.
Dept. of Potomac G. A. R., D. S. Alexandria, commander.

FIFTH DIVISION.

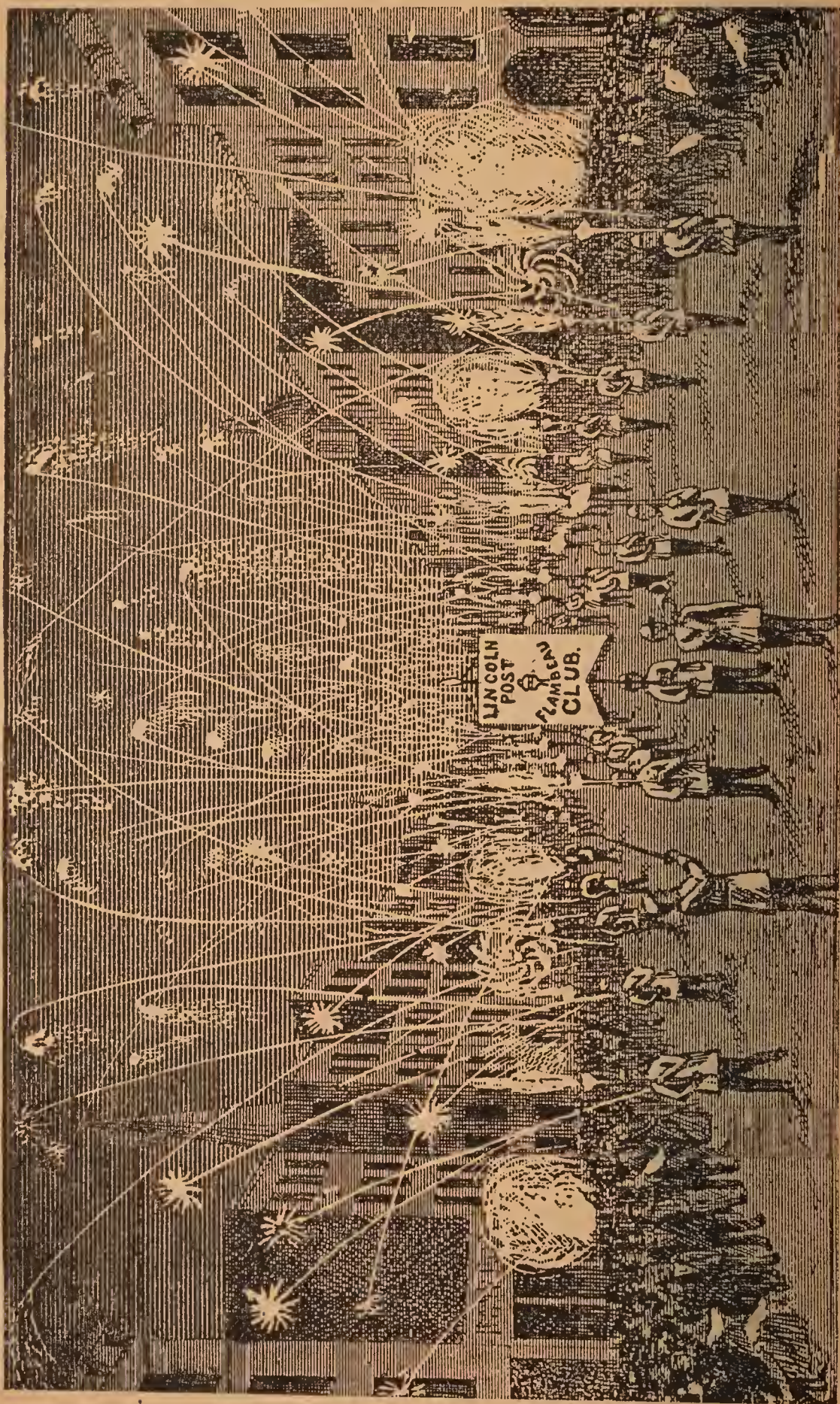
Form on 6th avenue south, right on 10th street, Capt. J. P. Rea, commanding.

Kansas G. A. R., H. W. Pond, commander.
Iowa G. A. R., S. B. Cook, commander.
Illinois G. A. R., L. T. Dickinson, commander.
Massachusetts G. A. R., John D. Billings, commander.
Rhode Island G. A. R., A. McMahon, commander.
Connecticut G. A. R., Jas. B. Colt, commander.
Delaware G. A. R., Chas. F. Carey, commander.
New Mexico G. A. R., E. W. Wynecoop, commander.
Dept. of Gulf G. A. R., Wm. Roy, commander.

SIXTH DIVISION—SONS OF VETERANS.

Form on 5th avenue south, right resting on 10th street, Col. E. M. Van Cleve, commander.

Division commanders will have their commands in position ready to march at 9:30 A. M.



The grandest exhibition of Fire Works ever given in this city will be given by the Flambeau Club, of Topeka, Kansas, Wednesday evening, July 23d, 1884, at the Fair Grounds.

Line of march: Up 10th street to Hennepin, down Hennepin to Bridge Square, up Nicollet to 7th street, down 7th to 6th avenue south, to Washington avenue, up to 1st avenue south, to 1st street, to Bridge Square, where column will break.

3 P. M.—Sports of various kinds.

6 P. M.—Dress parade.

6:30 P. M.—Sunset gun.

7 P. M.—Camp fire.

8 P. M.—Recitation by Mrs. Elizabeth Mansfield Irving, of an original poem written for the occasion, by Mrs. Kate B. Sherwood, of Toledo, Ohio.

9 P. M.—Fire works by Topeka, Kansas, Flambeau Club.

10 P. M.—Tattoo.

10:30 P. M.—Taps.

Thursday, July 24th.

6 A. M.—Reveille.

9 A. M.—Guard mount.

10 A. M.—Amusements of various kinds.

11 A. M.—Surgeon's call.

2 P. M.—Trotting match by the best horses in Minnesota.

6 P. M.—Dress parade.

6:30 P. M.—Gun flag down.

7 P. M.—Camp fire.

10 P. M.—Tattoo.

10:30 P. M.—Taps.

Friday, July 25th.

6 A. M.—Reveille.

9 A. M.—Guard mount.

10 A. M.—Sports.

11 A. M.—Surgeon's call.

2 P. M.—Bycicle riding.

7 P. M.—Camp fire.

9 P. M.—Banquet to delegates at Armory Hall.

10 P. M.—Tattoo.

10:30 P. M.—Taps.

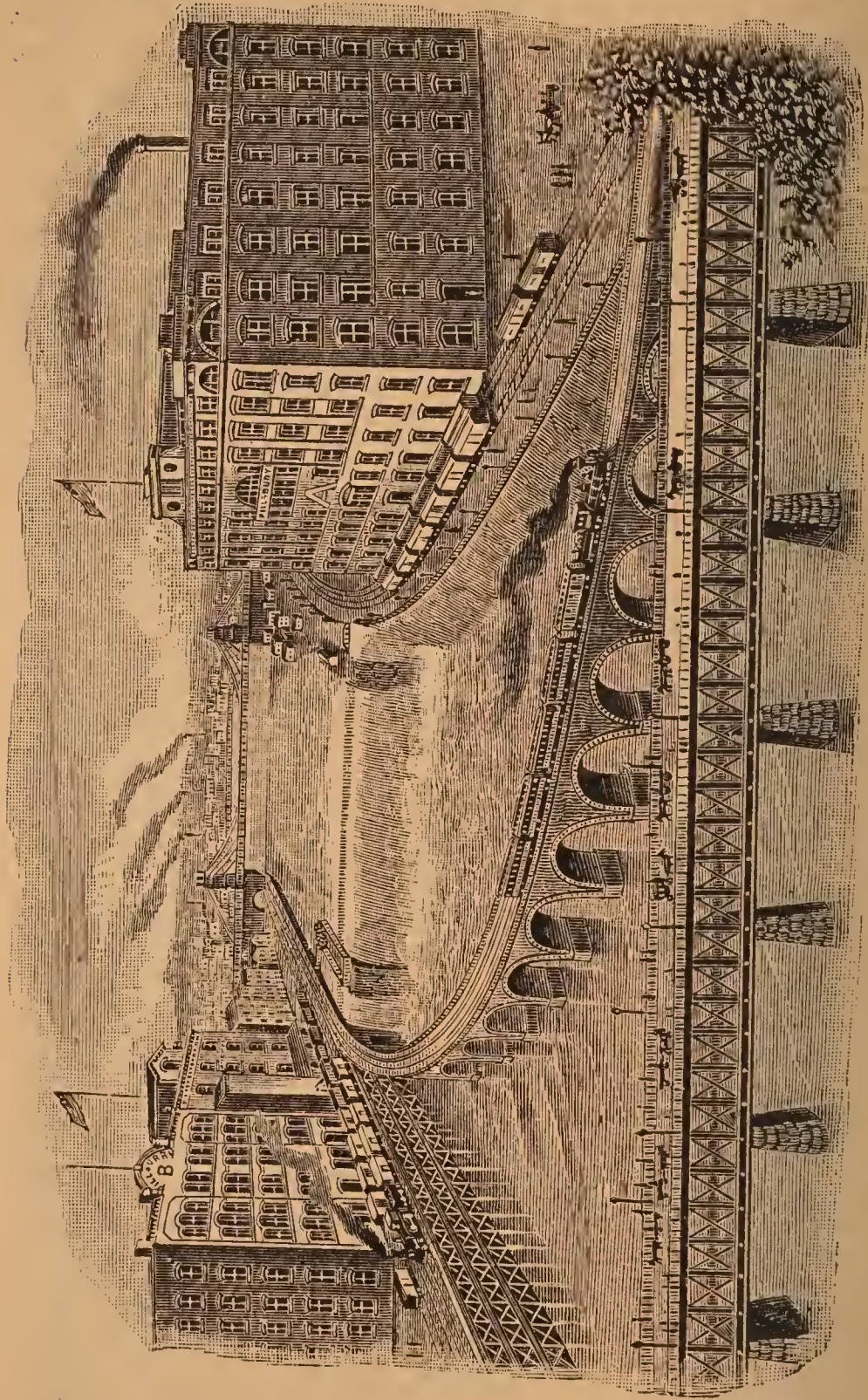
Saturday, July 26th.

6 A. M.—Reveille.

9 A. M.—Guard mount.

11 A. M.—Surgeon's call.

12 A. M.—Dinner.



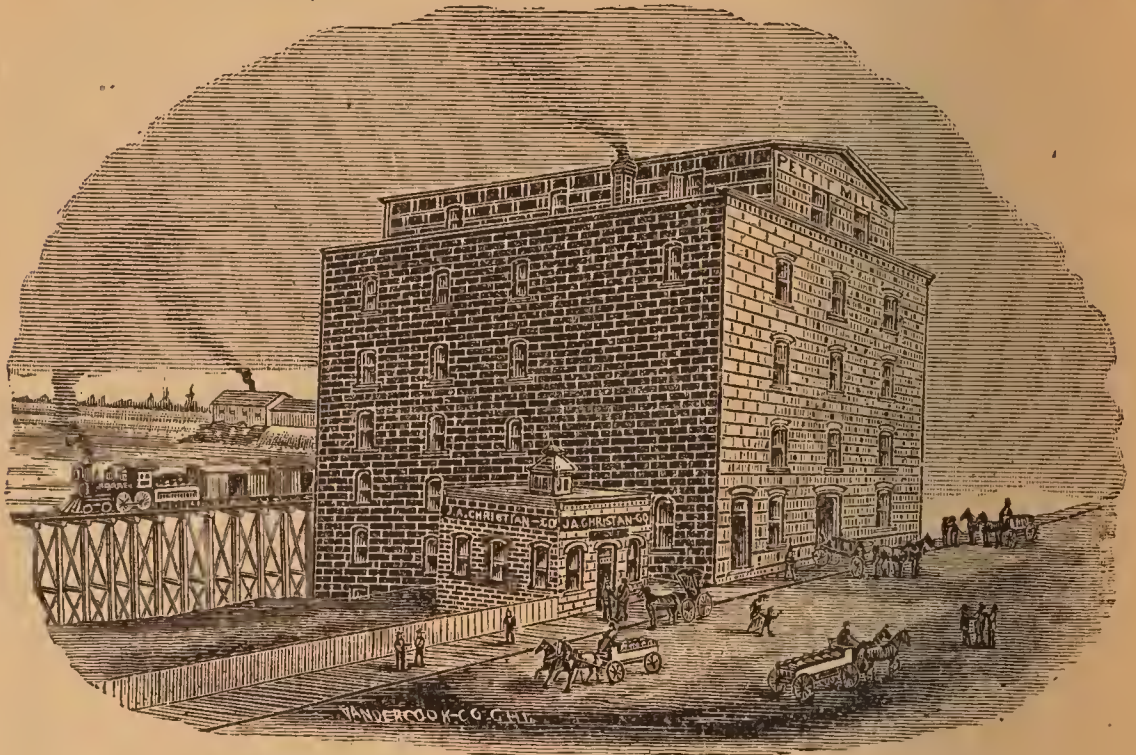
Flouring Mills owned and operated by C. A. Pillsbury & Co. Capacity of "A" mill 5,200. "B" mill 1,500. "Anchor" 1,000 barrels of flour daily. The City and Suspension Bridge in the background. The Falls of St. Anthony. The new Viaduct built by the St. Paul, Minneapolis & Manitoba Railroad Co., and the lower bridge in the foreground connecting the East and West Divisions of the City.

CONDENSED HISTORY.

In 1850 there was not a soul living in the territory where to-day stands unrivaled in beauty the young giant of the Northwest, with all its wealth and industry. So eventful a history, crowded into such brief years, deserves more than a passing notice.

The territory now occupied by the city of Minneapolis was purchased by the government from the Chippewa Indians, in 1837, when the late Franklin Steele staked out a claim of 160 acres. Eleven years later a dam was built across the east channel of the Mississippi, and a sawmill was put in operation. This was the nucleus for the village of St. Anthony, now known as the East Division, which in 1872 became a part of Minneapolis. The first house on the west side of the river was erected in 1849, by Col. John H. Stevens, who now resides here. It was not until 1860, however, that there was any great amount of manufacturing done. In that year the Cataract flouring mill was built. It still remains, but where it once held undisputed sway it is now surrounded by mammoth piles of stone, within which the almost incessantly turning wheels are grinding into flour, daily, more wheat than is consumed in any other city on earth. It was not until 1864, twenty years ago, however, that there was any great attention paid to the extension of our manufacturing industries, which last fall, at the time of the celebration attendant upon the completion of the Northern Pacific road, required a procession twenty miles in length to properly display—an industrial parade never before equaled in this country. At the close of the war capitalists from various parts of the country were attracted here, chiefly by the unequalled water-power, although the acknowledged superiority of location as a center of trade—and the gateway of the northwest—had much to do with it. From this time on the city grew gradually, and manufactures of various kinds sprang up as if by magic. Its growth for the last five years has been equalled by only one city in the Union—Chicago.

J. A. Christian & Co.,



—MANUFACTURERS OF—

THE BEST GRADES OF FLOUR

—FROM—

Selected Hard Minnesota, Manitoba and Dakota Wheat,

THE FOLLOWING FAMOUS BRANDS:

Superlative, Triple Ex.

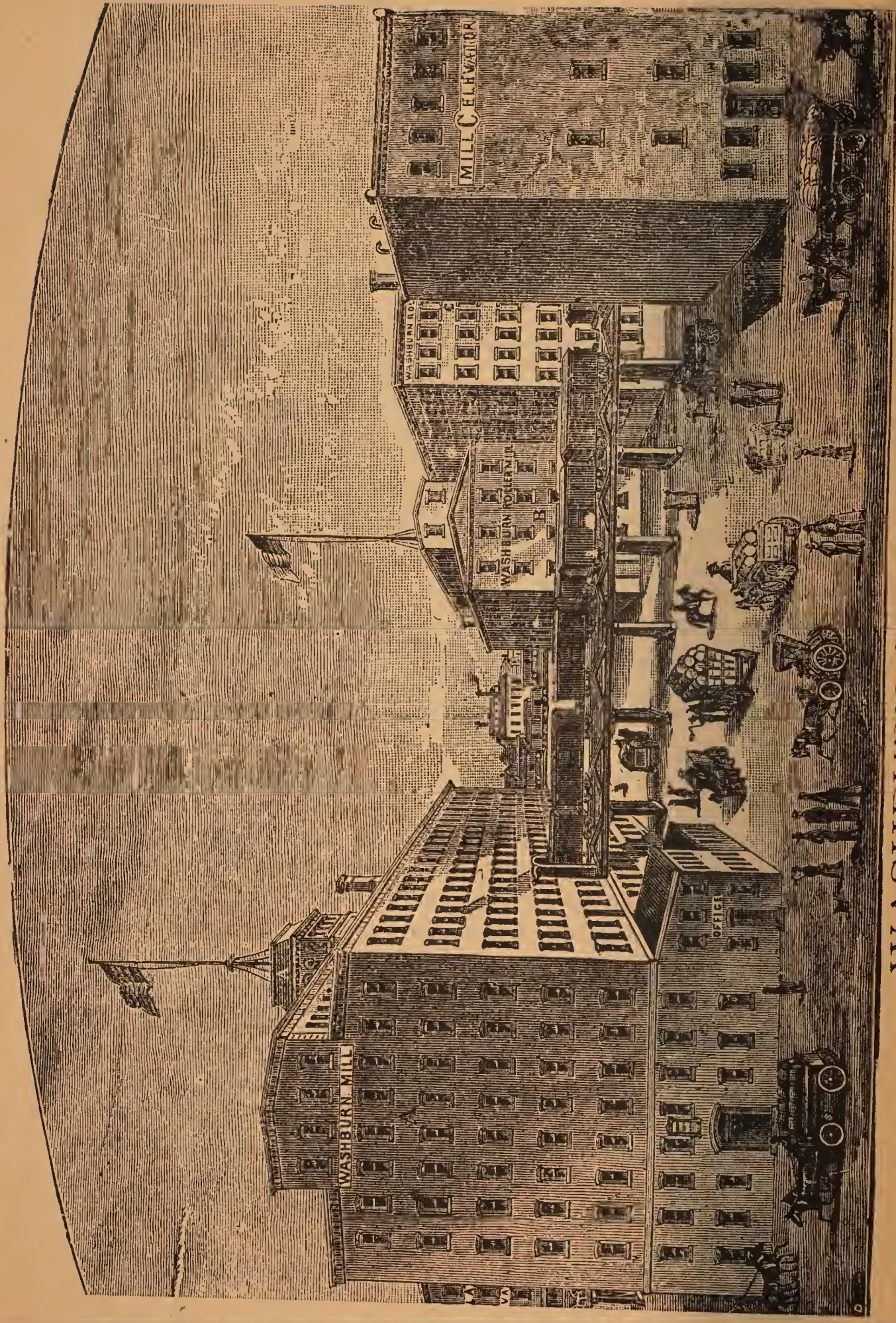
Christian's Extra, Pearl,

Imperial, Bakers' Extra.

Minneapolis, Minnesota, U. S. A.

THE SITE OF MINNEAPOLIS.

The city of Minneapolis is situated on both sides of the Mississippi river, at the falls of St. Anthony, and is 419 miles northwest of Chicago. It embraces a territory of thirty-six square miles, contains 138,000 building lots, and has upwards of 60,000 structures. The surface of the country is level, the ground is high, and the streets and avenues are of an average width of 100 feet. There underlies portions of the city valuable limestone, and from many excavations sufficient stone has been removed to construct the buildings erected upon the site. The river flows through the city and is spanned by three foot-bridges, (one suspension,) two railroad bridges, and a stone arch viaduct crossing the stream on a curve at the falls. This was erected, at a cost of \$700,000, by the Manitoba Railroad Company. Nearly all trains entering the city will cross this structure upon the completion of the Union depot, now building at a cost of \$600,000, and from the windows of the cars a beautiful view of the falls and the majestic flouring mills can be obtained. The plan of naming the thoroughfares is so simple that a stranger can easily find any location unaided. From the river on the west side are two diverging streets, Nicollet and Hennepin avenues. The parallel avenues are numbered, those on the north being known as First avenue north, Second avenue north, and so on to the northern limits of the city. The parallel avenues on the south are known as First avenue south, Second avenue south, and so on to southern limits of the city. The streets crossing these avenues at right angles, and running parallel with the river, are numbered consecutively First street, Second street, and so on, with the exception of one intervening avenue, (Washington) which is the principal street running north and south, being six miles in length, lined with stately business blocks a considerable portion of the distance. In numbering the residences or lots 100 numbers are allowed to each block



WASHBURN, CROSBY & CO.

OUR FLOURING MILLS.

Grouped at the falls of St. Anthony, within the radius of a few blocks, are the flouring mills which have made the city so justly famous on both continents, and of which it has been truly said: "Give us the wheat and we will make the flour to feed the world." There are twenty-five of them, all told, and they have a capacity for turning out 29,400 barrels of flour every twenty-four hours. Last year the output of all the mills was in the vicinity of 4,521,800 barrels, which represented, in round numbers, twenty-three millions of dollars, to which another million should be added for mill-stuff. There were received here during the same period, 22,124,705 bushels of wheat.

A large proportion of the flour manufactured here is for export, and in all the countries of Europe it is regarded as being without exception the finest known in the world. The exports are principally to Great Britain, Germany, France, Holland and Belgium. This export trade has grown from 109,183 barrels shipped to Great Britain in 1879, to 1,700,000 for the year ending Sept. 1, last. It was with great difficulty that the flour was at first introduced into the old world, but when the barriers of opposition were once broken down there came a demand which has kept on increasing with each succeeding year, and which bids fair to become the chief feature of our flour trade.

The wheat to feed these vast mills comes from the golden Northwest, Minnesota and Dakota furnishing the greater part, and on no surer a foundation could the city's prosperity rest than on the fertility of the broad acres. The soil and climate are adapted to wheat raising, the railroad facilities for shipments are boundless, the Minneapolis millers send buyers to all country points—thus establishing a market in every hamlet,—the country is rapidly settling up, and new acres of tilled land are each year added to the husbandman's list. So increases the wheat crop, and so in turn grows this vast industry of Minneapolis—whose equal does not exist on the face of the globe.

To the average reader dry statistics are uninteresting, and we shall not weary him by any tedious array of formidable figures, for were such our object this volume would not suffice to

ESTATE OF C. C. WASHBURN
WILLIAM H. DUNWOODY.

CHARLES J. MARTIN.

JOHN CROSBY,
WM. D. WASHBURN.

WASHBURN, CROSBY & Co.

Washburn's Flouring Mills

WASHBURN A,* (unfinished)	-	-	-	-	-	-	-	3,000.
WASHBURN B,	-	-	-	-	-	-	-	1,000.
WASHBURN C,	-	-	-	-	-	-	-	2,000

MINNEAPOLIS, MINN.

Present Capacity, 6,000 Barrels Per Day.

Manufacturers of the Celebrated Brands of Fancy Family Flour:

"Washburn's Superlative,"

"Triple Extra,"

"Gold Medal,"

"Imperial,"

ALSO FANCY BAKERS', BRANDED

"SNOW DROP,"

AND

"IRON DUKE,"

These are the largest and most complete mills in the
United States, and are not Surpassed by
Any in the World.

*When Completed, 5,000.

hold what are at our command. Eight years ago we received 5,037,575 bushels of wheat; last year over 22,000,000 bushels. Such is an index to the growth of our city as a milling center. In 1880 we stood at the head of American cities. Three years later we manufactured more than any two put together. In 1860 we manufactured 60,000 barrels of flour; now we can make that quantity in two and one-half days. Then the wheat was brought by farmers' teams from Iowa and Southern Minnesota. Now 50,000 cars are required to bring it to our doors. With the fertile soil of the golden Northwest behind us, and the markets of the world ready to receive our products, can any one wonder at our past prosperity or at our bright hopes for the future?

Anchor, Galaxy, Pillsbury A., Cataract, Holly, Pillsbury B., Columbia, Humbolt, St. Anthony, Crown Roller, Minneapolis, Standard, Dakota, Northwestern, Washburn, Eagle, Palisade, Washburn A., Excelsior, Pettit, Washburn B., Phoenix, Washburn C., Zenith, Crocker, Fiske & Co., Galaxy, Union.

ATTENTION, COMRADES!

The family of the late Brevet Captain John I. Adair, 18th U. S. Infantry, asks your assistance in recovering his two swords, lost or stolen from 216 Tenth st. South, Minneapolis. He served with the Army of the Cumberland, and the battles he bore his part in were engraved upon the swords. Of inestimable value to his family, as mementoes of his honorable and gallant service to his country, they would be of comparative little worth to a stranger.

Any information that may lead to their restoration will be thankfully received and liberally rewarded.

Address his mother,

Mrs. MARY ADAIR,

216 Tenth street South.

Minneapolis, Minn.

THE NORTH STAR BOOT AND SHOE COMPANY.

This important organization dates its career from the year 1873, and, in a city only a quarter of a century old, is termed "one of our oldest houses." The company occupies one of the largest and handsomest structures in Minneapolis, the building being 50x165 feet, located on Washington avenue between 1st and 2d aves. north, and in the business center of the city. As a representative manufacturing and jobbing house, the company under review deserve special mention for the success they have attained by enterprise, liberality, and the exercise of all the other attributes consistent with commercial progress and success. Ten traveling salesmen are kept constantly on the road, and a staff of some fifteen or sixteen men are busily engaged in the jobbing department. From 100 to 150 hands are employed in the manufacture of calf, kip and other goods, the excellencies of which have given the company a widespread reputation throughout the entire Northwest. We learn that the business of the house has been largely increased from year to year, and now foots up very large figures—showing in the past year upwards of twenty-five per cent. of new trade. The officers are A. M. Reid, president; F. M. Reid, secretary, and C. B. Heffelfinger, treasurer and business manager; and to those enterprising gentlemen the wholesale boot and shoe business of Minneapolis owes the greatest share of its present large proportions.

THE LUMBER MILLS.

Upon the completion of the Northern Pacific Railroad, Minneapolis last year celebrated the event by an industrial procession twenty miles in length—the largest of the kind ever witnessed in any city on the American Continent. Gen. Grant, President Arthur, Henry Villard and many other distinguished men. witnessed it, and as they gazed at what it briefly told in panoramic form, regarding our great industries, they no longer wondered at the magic by which this famous city of 115,000 souls had so quickly sprung from an unknown hamlet. In that procession they found first and foremost our flouring mills, and next to them our lumber trade stood prominent. In 1870 our mills cut only a trifle over one hundred million feet of lumber. To-day there are nineteen manufactories which turn out 314,000,000 feet of lumber, 90,000,000 shingles and 60,000,000 lath each year. They line the banks of the river above the falls, and give employment to hundreds of workmen. The logs come from the Upper Mississippi river and its tributaries.

Retrospective, it may be said that the first utilization of the water power of the falls of St. Anthony was in 1850, and a lumber mill was the agent. One mill then cutting a few feet per day; seventeen now counting their products by the millions. Trade is good, there is a large local demand with an adequate supply of the raw material in the northern forests, and in consequence the lumberman as well as every other manufacturer in this metropolis of ours is on the high road to prosperity.

J. B. Bassett & Co., Camp & Walker, L. Day & Co., Diamond Mill Co., Eastman, Bovey & Co., Farnham & Lovejoy, J. Goodnow, Hobart & Chatterton, P. G. Lamoreaux, M. B. Lee, McMullen & Co., Merriman, Barrows & Co., Minneapolis Mill Co., Nelson, Tenney & Co., Plymouth Ave. Saw Mill Co., Stetson & Clough Bros., S. D. Todd, Trask & Graham, Washburn Mill Co.

LUMBER MERCHANTS.

Adams, Horr & Co., Beede & Bray, Blin & Elliott, H. F. Brown, N. P. Clarke, Cole Emerson, Cook S. G. & Co., Dayton & Marston, Wm. H. Eldred, Ellison Lifkom, Fletcher Bros., Gull River Lumber Co., C.D.Haven & Co., W.W. Huntington & Co., Jesse G. Jones, James Kimball, Lee & Backhus, McGuire & Co., McMullen & Co., John Martin, C. Morrison, Nill & Pratt, Nevitt & Clendenin, Smith & Richardson, Symin & Thompson, Wheaton, Reynolds & Co., Wilson & Gillespie.



Dale, Barnes, Morse & Co.,

SYNDICATE BLOCK,

Nicollet Ave. and 5th St., Minneapolis, Minnesota.

—Importers, Jobbers and Retailers of—

Dry Goods, Hosiery, Notions and Fancy Goods,

—AND MANUFACTURERS OF—

Ladies' and Misses' Cloaks and Suits.

Also, OVERALLS, MACKINAWs and JUMPERS.

This firm occupy the entire five stories and basement of that portion of the Syndicate Block on the corner of Nicollet avenue and 5th street, the store being 45 x 150, covering an area of over 40,000 square feet.

The first and second stories are entirely devoted to the retail branch of their business, excepting that portion on the second floor used for offices.

On the first floor are to be found the most extensive display of SILKS, VELVETS, DRESS GOODS, LACES, RIBBONS, EMBROIDERIES, TRIMMINGS, HOSIERY, GLOVES, FANCY GOODS, GENTS' FURNISHING GOODS, HOUSEKEEPING GOODS, &c.

On the second floor which is accessible by a large passenger elevator as well as by a spacious stairway are exhibited the largest variety of

DOMESTIC GOODS, FLANNELS, WOOLENS, CLOAKINGS,

LADIES UNDERWEAR, INFANTS' WEAR, CORSETS, SKIRTS, LINGERIE of every description, also

UPHOLSTERY GOODS, DRAPERIES and LACE CURTAINS in the fullest assortment. On this floor is the

CLOAK, SUIT AND SHAWL DEPARTMENT,

the most extensive of the kind to be found in the Northwest. This firm manufactures their own garments to a large extent, and do also a first-class custom trade, making Cloaks and Suits to order.

Here, also, is the DRESS MAKING DEPARTMENT where they are prepared to promptly execute orders for customers in the very latest styles at reasonable prices.

The third, fourth and fifth floors are occupied by the various Wholesale Departments of the house, where is carried as full and attractive stock of Merchandise as can be seen in any market, and carefully selected with special reference to the wants of this section of the country. Having to provide for the requirements of their large Retail Department they become thoroughly conversant with the fabrics and styles most salable in this market and can offer variety and attractions not usually found in wholesale houses west of Chicago. Their manufactures of Overalls, Jumpers and Mackinaws under the "Syndicate" brand have already a firmly established reputation with the trade for their superior workmanship and durability.

This firm were the first to occupy a store in the magnificent Syndicate Block, which is acknowledged to be the finest and most imposing business structure in the Northwest, and only equaled, but not excelled by any in the east. It is constructed in the most thorough manner of Ohio freestone in a commanding faultless style of architecture, and presents one unbroken front of 330 feet on Nicollet avenue from 5th to 6th streets, rising to a height of six stories in the center of the block. The stores are occupied by houses representing various branches of trade that rank among the leading ones in these lines in the city. In this building the Young Men's Christian Association and the Minneapolis Club have commodious and attractive quarters.

On the 6th street end of the block the Grand Opera House is situated which ranks among the finest buildings of the kind in the country.

Among the many attractions in Minneapolis few will be found more interesting to the visitor than the Syndicate Block with its spacious stores filled with their elegant display of goods, merchandise and wares of every description.

OUR JOBBING TRADE.

Turning from our principal industries, still enough remains to be said about the city of Minneapolis to fill a dozen volumes like this. Its location, its railroads, the energy and push of its citizens, its advantages for business, its extensive banking capital, its parks, its schools, its boulevards, its churches—all must be hurriedly passed and briefly chronicled. But of its jobbing trade a more than possessing notice is demanded, for its growth has been no less magical than has the rapid strides made by the manufacturing interests of the city. Eight years ago it footed up less than one-twentieth of its volume to-day. Side by side the figures show:

1876.....	\$ 5,373,651
1883.....	115,558.615

A wonderful showing, and yet one which the most carefully prepared statistics show to be absolutely correct. Our commercial importance was for a long time secondary to our manufacturing interests, but with the development of the new Northwest Minneapolis has drawn from Chicago a large proportion of the trade of this vast region, and continues to yearly make still further inroads on the business of the Garden City. Standing at the gateway to-day of a country as vast in possibilities as that of which Chicago was the portal a quarter of a century ago, none need wonder that this is the case. A summary of the jobbing trade of Minneapolis shows that in the sixty-two lines of business represented under this head there are employed 4,364 men, and that the capital invested is \$26,877,000. Casually at this point, the retail trade of the city may be alluded to. It is estimated to have reached \$40,000,000 last year. The books of Bradstreet's commercial agency show that 930 firms, wholesale and retail, located in the city during 1883, and for 1884 a still greater increase is indicated by the statistics for the first six months.

LEADING WHOLESALE BUSINESS HOUSES.

Dry Goods—Coykendall Bros. & Co., Dale, Barnes, Morse & Co., Ingram, Olson & Co., Wyman, Mullin & Van Dyke, Shotwell, Clerihew & Lothmann.

Groceries—Dunham & Johnson, Harrison, Farrington & Co., Anthony Kelly & Co., Murray, Warner & Co., Geo. R. Newell & Co.

Boots & Shoes—Cummings, Smith & Co., North Star Boot and Shoe Co.

Hardware—Janney, Semple & Co., Miller Bros., Harrison & Knight.

Jewelry—Reed, Daily & Bettman, J. A. Hutchinson.

Drugs—J. R. Hofflin, Lyman-Eliel Co., T. K. Gray.

Wines and Liquors—Jacob Barge, J. F. Brown, A. H. Knowles, Dunnington & Mayer, Geo. G. Jacoby, Kohn & Adler, J. C. Oswald & Co., J. P. Rank, W. J. Sheehan & Co., I. Weil.

Cigars and Tobacco—Winecke & Doerr, Hooker & Manly, Jacob Barge, J. F. Brown, S. G. Palmer, John Oswald, Daut, Cavanaugh & Co., Joyslin & Merriam. These firms retail also.

Carpets—Folds & Griffith, Jeffry & Co., Kenyon & Lara, Plant & Peterson.

Millinery—Willis & Dunham.

Hats and Caps—Simpson & Henderson, W. H. Tice, Boston One Price, Harrison & Co.

Furniture—Barnard & Cope, D. M. Gilmore Furniture Co., Minneapolis Furniture Co., Sonnen & Werthman.

Clothing—Boston One Price, H. J. Burton & Co., G. L. Levi.

CLARK HOUSE.

BYRON TOWNE, Prop.



First-Class Accommodations. Centrally Located.
Within one Block of the Post Office, and two
blocks of Grand Opera House.

STREET CARS PASS THE HOUSE TO ALL PARTS OF THE CITY.

Only five blocks from the new

UNION DEPOT.

MINNEAPOLIS,

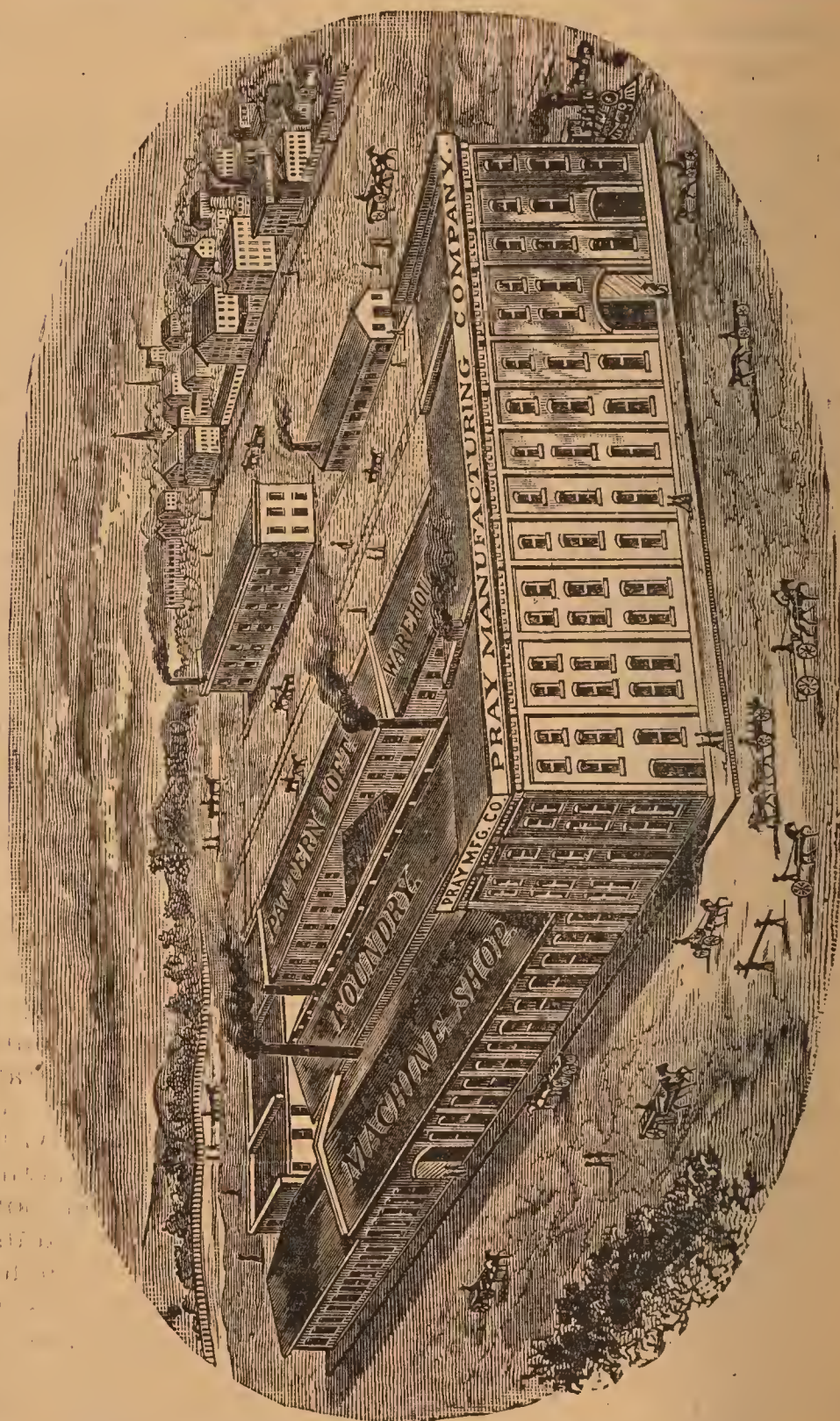
MINNESOTA.

MISCELLANEOUS MANUFACTURING.

While Minneapolis is beyond all dispute the greatest flour milling city in the world, yet she is not behind with other manufactures, and on September 3d, last, she demonstrated to the people of America that nowhere between Chicago and San Francisco was there a city which could compare with her in this respect. On that day, the occasion being the celebration of the completion of the Northern Pacific road, she made an industrial parade which was never equalled in America. There was a continuous procession of twenty miles in length, requiring over seven hours for it to pass a given point. It was witnessed by President Arthur, Gen. Grant, Gen. Sheridan, Carl Schurz, Henry Villard, and other famous men, and all united in pronouncing it the grandest sight of a lifetime. Whence this array of industrial exhibits came may be briefly recapitulated. The growth of the lumber and flour milling industry, in which was used machinery which was constantly in need of repairs, was followed, as a matter of course, by the establishment of manufactories of machinery of all kinds, and this branch now holds third place in the list; the rapid settlement of the Northwest stimulated the trade in farm machinery and an extensive capital is invested in that branch of trade; the manufacture of sash, doors and blinds is an old industry, and it has steadily advanced with the growth of the city; woolen goods not surpassed anywhere are made here; three paper mills are in operation; the manufacture of barrels is a chief industry; and so on throughout a long list to which each succeeding year witnesses the addition of large numbers, while the enlargement of old factories and the extension of established industries is of daily occurrence. No city in the country offers superior advantages to this for the investment of capital in this direction. Timber, hard and soft, can be had at our very door, cotton can be shipped here as cheaply as to any eastern city, iron and coal can be laid down here cheaper than the manufactured articles can be shipped from the east, our vast water power offers inducements to the manufacturer such as can be found in no other American city, while we have for a market one of the most fertile and rapidly growing sections in the world—the great Northwest. A summary of the manufacturing business of Minneapolis for 1883—exclusive of flour and lumber, shows the value of the manufactured products to have been \$21,000,000, giving employment to over 10,000 men. Including flour and lumber, the total of the city's manufactures for the year was nearly \$50,000,000, giving employment to 15,000 men.

PRAY MANUFACTURING COMPANY,
 ESTABLISHED IN 1857
 By O. A. PRAY, from the State of Maine,

Manufacture all kinds of Machinery for Flour and Saw Mills.



Machine Shops and Foundry the Largest in the West, and equipped
 with the very best Machinery.

Flour Mill building a Specialty, having had 27 years' actual
 experience in planning and adjusting Flour Mills in the west.

LEADING MANUFACTURING ENTERPRISES.

Minneapolis Harvester Works, Minneapolis Boiler Works, Pray Manufacturing Co., Monitor Plow Works, North Star Iron Works, Herzog Manufacturing Co., Novelty Iron Works, Minneapolis Furniture Co., Variety Iron Works, Barnard & Cope Furniture, Crown Iron Works.

Sash and Blinds—Church & Graves, Fraser & Shepherd, Jensen, Gilbranson & Co., Johnson & Hurd, Minneapolis Sash and Door Co., Nelson, Tenney & Co., Smith & Wyman, Wheaton, Reynolds & Co.

Boilers and Engines—Crown Iron Works, Kinnard & Haines.

Carriages—Stark & Darrow, Pottle & Son, M. Roeller, E. J. Cushman.

Saddlery Hardware—Bishop, Dodson & Fisher.

Stoves—Northwestern Stove Works.

Crackers, &c.—H. F. Lillibridge, Regan's Model Bakery.

Baking Powder and Flavoring Extracts—Arctic Spice Co., C. A. Mann & Co.

Furnaces—H. L. Babst, Tunstead & Moore, J. Hennig, Hussey, Eggleston & Co., Kyle & Vandever, L. Stafford & Co.

Guns—Bachner Bros., H. Krueger.

Harness—Geo. Calladine, E. J. Cushman, A. M. Greeley & Co., Louis Laramée, A. P. Loye, Stark & Darrow.

Paper—Bradner Smith Paper Co., Warner, Newman & Warner.

Pianos and Organs—Dyer & Howard, W. W. Kimball & Co., G. H. Nichols.

Window Shades—C. T. Leonard, J. Wale, Jr., & Co., Wales & Co., Wingate Bros.

There are also hundreds of other manufacturing enterprises; in fact, there is nothing that our manufacturing enterprises cannot produce.

—THE—

Chicago, Milwaukee & St. Paul RAILWAY

IS THE FAST-MAIL SHORT LINE
—FROM—
ST. PAUL AND MINNEAPOLIS
Via La Crosse and Milwaukee to
CHICAGO

And all points in the Eastern States and Canada.

IT IS THE ONLY LINE
Under one management between
ST. PAUL, MINNEAPOLIS AND CHICAGO,
And is the Finest Equipped Railway in the Northwest.

IT IS THE ONLY LINE
Running Pullman Sleeping Cars with Luxurious Smoking Rooms, and the Finest
Dining Cars in the World, via the famous

“RIVER BANK ROUTE.”

Along the shores of Lake Pepin and beautiful Mississippi River, to Milwaukee
and Chicago. Its trains connect with those of the Northern lines in
the Grand Union Depots at St. Paul and Minneapolis.

**No Change of Cars of any Class between St. Paul
or Minneapolis and Chicago.**

For through tickets, time-tables, and full information, apply to any coupon
ticket agent in the Northwest.

S. S. MERRILL,
General Manager.

A. V. H. CARPENTER,
General Passenger Agent.

R. MILLER,
Asst Gen'l Manager.

GEO. H. HEAFFORD,
Asst Gen'l Passenger Agent.

Milwaukee, Wisconsin.

W. H. DIXON, Gen'l Northwestern Passenger Agent, St. Paul, Minn.

The Grand Army Encampment is located on the line of this Road.

RAILROADS.

Twenty-two years ago to-day the ringing of an engine bell and the rumbling of the railroad coach were sounds unheard in Minneapolis. Now twenty-three distinct lines of railroad center here, 115 passenger trains arrive at and depart from our depots, while 600 freight cars bring in supplies and carry away our products every twenty-four hours. In 1862 a single stage line would have been adequate to transact the business of the territory beyond. Now railroads stretch away beyond us north and west a thousand miles and more, while fast mail trains, lightning expresses, parlor cars and Pullman coaches are as common as was the war whoop of the Sioux only twenty-two years ago.

To-day Minneapolis holds undisputed claim to the title of "Railroad Center of the Northwest;" the rapidly developing agricultural resources of Minnesota and Dakota, the grazing industry of Montana, the mines of Idaho, and the incalculable wealth of forests of Washington and Oregon; and Minneapolis squarely in the way of it all. The following is a list of the railroads centering here:

MINNEAPOLIS, SAULT STE MARIE & ATLANTIC. (now building.)

ST. PAUL MINNEAPOLIS & MANITOBA — Main line, St. Paul Short line, St. Cloud & Fargo line, Breckenridge line, Lake Minnetonka line, Minneapolis Union; 1453 miles.

This road, with its elegant equipment, steel rails, and nearly fifteen hundred miles of road extending through a magnificent country, has now one of the finest systems of railroad in America. It is the only line extending through the beautiful "Park Region of Minnesota" and the famous "Red River Valley," and also the only all-rail route to Manitoba, or to Devil's Lake, Dakota. With its many parallel lines, this road reaches all the principal towns of Northern Minnesota and Northern Dakota, including St. Cloud, Sauk Centre, Alexandria, Fergus Falls, Litchfield, Morris, Browns Valley, Breckenridge, Wahpeton, Casselton, Fargo, Moorhead, Crookston, Grand Forks, Grafton, Larimore, Devil's Lake, Mayville, Portland, Hope, and many others.

Among tourists, the lakes and hotels of Minnetonka Beach, Osakis, Alexandria and Ashby are noted as being the most de-

COYKENDALL BROS. & CO.,

❖ JOBBERS ❖

DRY GOODS AND NOTIONS



Cor. Second Street and First Avenue North,

Minneapolis, - - Minnesota.

lightful of the numerous resorts in Minnesota. Since the advent of the railroad, Devil's Lake, Dakota, with its magnificent salt water bathing, has attracted a delighted and large number of tourists.

CHICAGO MILWAUKEE & ST. PAUL — Main line, Fort Snelling line, St. Paul Short line, Iowa and Minnesota division, Hastings and Dakota division ; 4558.8 miles.

MINNEAPOLIS & ST. LOUIS RAILWAY — Main line, Minnetonka line ; 426.5 miles.

CHICAGO ROCK ISLAND & PACIFIC — Over Minneapolis & St. Louis railroad and Burlington Cedar Rapids & Northern.

CHICAGO ST. PAUL MINNEAPOLIS & OMAHA — 1401.5 miles.

CHICAGO & NORTHWESTERN — Over Omaha line ; 3701.5 miles.

NORTHERN PACIFIC RAILROAD — Main line, 3130 miles.

ST. PAUL & DULUTH — Minneapolis and Stillwater branch ; 222 miles.

MINNEAPOLIS, LYNDALE & MINNETONKA RAILROAD — 22 miles.

CHICAGO BURLINGTON & QUINCY — Over Albert Lea route.

WISCONSIN CENTRAL — Over Chicago, St. Paul, Minneapolis & Omaha.

FARGO SOUTHERN — Over Chicago, Milwaukee & St. Paul.

The recent completion of the Northern Pacific from Portland, Oregon, to Minneapolis — its eastern terminus — and the building of the Minneapolis, Sault Ste Marie & Atlantic from this city eastward — work on which is being actively pushed — will make Minneapolis a central point on the shortest rail highway from the Atlantic to the Pacific. Then in all directions from this commanding position, now vouchsafed for all time to come, roads penetrate the surrounding country north and south, making all the vast wealth of territory tributary to this giant city. Hon. William H. Seward's well-remembered prophecy, made in a speech at a point a few miles from here, years ago, is being fulfilled in all its grand magnificence, when pointing toward Minneapolis he said : " Within ten miles of where I now stand will be the seat of empire."

Beside the construction of miles and miles of road, the various corporations which center here have expended vast amounts of money in improvements in keeping with the magnificence of the city, and



The Johnson, Smith & Harrison building, at the corner of Third street and First avenue south, opposite the new government postoffice building, was erected in 1880 for the use of the printing house of Johnson, Smith & Harrison, and is principally occupied by them.

The business of this house is extensive and covers everything in their line,—printing, lithographing and blank books. They are specially fitted up for large contracts for railroads, banks, county officers, corporations and societies. The house was established in 1872 and has grown with the growth of the city of Minneapolis and the Northwest, and is a fair exponent of the development of this section of the country.

Visitors to Minneapolis are always welcome.
Send for estimates. Address

JOHNSON, SMITH & HARRISON,
257-259 First avenue south.

to meet the requirements of the vast business of this railroad center. The Chicago, Milwaukee & St. Paul has erected here its mammoth car shops, employing 1,500 men ; the Minneapolis & St. Louis shops are located near Cedar Lake ; the Minneapolis Union has built a stone arch bridge at a cost of \$700,000, and is constructing a magnificent union depot in Bridge Square, (where all passenger trains of all roads will run upon its completion this fall,) at a cost of over half a million more; the Northern Pacific has purchased \$400,000 of real estate which it will cover with vast shops, freight houses and other necessary buildings for handling its eastern terminal business, and for transferring its eastern traffic to the Minneapolis, Sault Ste Marie and Atlantic, which latter road will expend over half a million in like buildings necessary for its western terminus. Descriptions of the new union depot and the stone arch bridge, which crosses the river on a curve at the falls, are impossible here, but no visitor should fail to see the army of men now working on the former, or to inspect the grandeur of the latter. The viaduct is built of solid granite, and is one of the great engineering triumphs of the age. One thousand men were employed for eighteen months in its construction, and so swift was the current that it was only by the most ingenious and persistent work that the foundations were laid. From this bridge, as the passenger is whirled into the city, the most wierdly beautiful sight of the falls of St. Anthony—especially by moonlight can be obtained.

THE SECURITY BANK OF MINNESOTA, MINNEAPOLIS.



CAPITAL, \$1,000,000. SURPLUS, \$250,000.

OFFICERS—T. A. Harrison, President; H. G. Harrison, Vice-President;
W. M. Tenney, Cashier; F. A. Chamberlain, Assistant Cashier;
F. W. Dean, Second Assistant Cashier.

This Bank respectfully solicits the accounts of Banks, Bankers, Merchants, and business men generally. Time certificates issued, bearing interest according to special agreement.

THE CITY'S BANKS.

The banking business of Minneapolis is done by sixteen institutions of which eleven are national banks. Some idea of the business they are called upon to do may be formed from the fact that last year wheat checks from the Millers' Association to the extent of three million dollars passed through the First National Bank in a single week. The total banking capital is about six and one-half millions of dollars, of which \$2,300,000 has been established within the last year. The banks and their capital are:

Bank of Commerce.....	\$1,000,000
Commercial National Bank.....	200,000
Security Bank of Minnesota	1,000,000
Union National Bank	250,000
First National Bank.....	600,000
Manufacturers' National Bank.....	300,000
Northwestern National Bank.....	1,000,000
Citizens' Bank.....	100,000
Hennepin County Savings Bank	100,000
Farmers and Mechanics Savings Bank*.....	
Scandia Bank of Minneapolis.....	60,000
City Bank.....	200,000
Bank of North Minneapolis....	60,000
Nicollet National Bank....	500,000
Surplus of incorporated banks.....	500,000
Bank of Minneapolis	50,000
V. G. Hush's Bank.....	200,000
Minnesota Loan and Trust Company.....	200,000

Total banking capital of the city \$6,270,000

The clearing house exhibits for 1883 showed that there passed through that institution during the year \$87,568,000, an increase of \$14,318,000 over the preceding year. The banks are all splendidly located, are officered by men of experience and trust, and to their credit be it said that during the recent financial crashes in New York there was not the slightest fear of trouble in Minneapolis. The banks each made preparations for a run (should one occur) and were prepared for any drain that might be made, but while lowering clouds hung over the greatest financial institutions of the metropolis of America, there was not a speck to dim the horizon of the metropolis of the golden Northwest.

*The Farmers and Mechanics Savings Bank, being purely a mutual institution has no capital stock.

THE MINNESOTA LOAN AND TRUST CO.

(INCORPORATED.)

Capital, \$300,000.00. Guaranty Fund, \$100,000.00. Surplus, \$15,000.00.

AUTHORIZED TO NEGOTIATE FIRST MORTGAGE LOANS.



TO ACT AS EXECUTOR, ADMINISTRATOR OR GUARDIAN.
TO ACT AS TRUSTEE OF BONDED INDEBTEDNESS.

—THE MINNESOTA—

Loan and Trust Company,

Whose card, in connection with a cut of the elegant fire-proof building now in process of erection upon Nicollet Ave., appears upon another page, was organized in April, 1883, with a capital of \$200,000.00, under a stringent law, enacted by the Legislature of Minnesota, which combines the best features of similar laws of older states, where Loan and Trust Companies have proved very useful and successful. The capital has since been increased to \$300,000, and a surplus fund of \$15,000 has been accumulated.

The company is authorized to negotiate first mortgage loans, and represents many citizens of Minneapolis in first mortgage investments as well as many non-residents, trustees, savings banks, insurance companies and others. The conservative management of the company together with the unusual safeguards thrown around the conduct of the company's business, by the provisions of the law above mentioned, cause its investments to be very carefully selected and therefore safe and satisfactory.

The company is authorized to act as executor, administrator or guardian. The fact that the corporation does not die like the individual executor, administrator or guardian, to be succeeded perhaps by an incompetent or dishonest person and the further fact that all business of the company, whether relating to its own affairs or the affairs of others is submitted to and controlled by its board of directors who are practical business men of sound judgment and high character, will prove (what experience has shown at the East) that such a corporation is the only proper executor, administrator or guardian.

The company is also authorized to act as trustee of bonded indebtedness. In a rapidly growing city and state, where enterprises of considerable magnitude are being undertaken from day to day, this is a useful branch of the company's business.

The faithful performance of all trusts committed to this company are secured by its guaranty fund of \$100,000, its cash capital and surplus of \$315,000, and the liability of its stockholders to the amount of stock held or owned by them respectively.



Chamber of Commerce, Minneapolis, Minn.

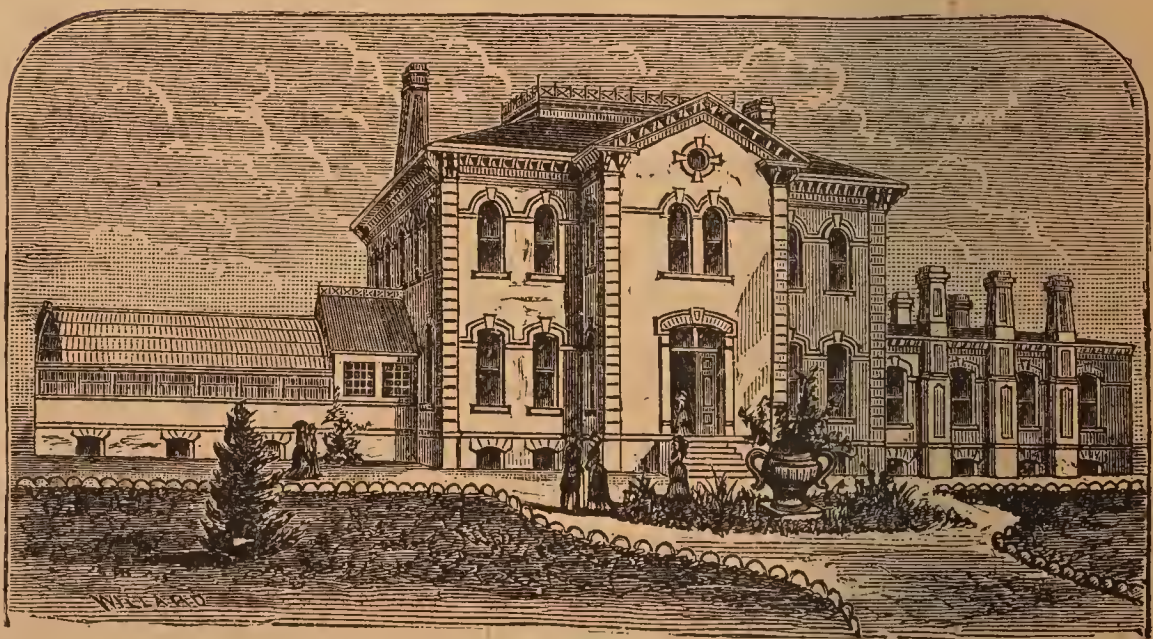
CHAMBER OF COMMERCE AND BOARD OF TRADE.

These two organizations, while dissimilar in their purposes, never fail to work together for the public good whenever occasion requires. The Board of Trade is the older organization, and to the work done by its members is to be attributed the establishment here of many of our most prominent business houses and most desirable industries, among which may be mentioned the car shops of the Chicago, Milwaukee & St. Paul road, and the new union depot, which, through the board, was able to secure a suitable location. Many of the most extensive manufacturing establishments have been attracted here by the annual reports of this organization, which go broadcast over the land; while the interest taken by the members in showing visitors about the city, and in answering letters of inquiry, has borne most excellent fruit. The organization numbers among its members two hundred of the most influential men of the city, and at its stated meetings no project that can prove beneficial to the city escapes its eagle eye. If no other good had ever been accomplished by it, it would have been an organization ever to be remembered for having carried to a successful establishment the project for a system of parks and boulevards. The board was incorporated in 1872. Its present president is E. J. Phelps, with Robert Hale as secretary.

The Chamber of Commerce, which has largely for its purpose the buying and selling of grain, is one of the youngest institutions of the city, and yet one of the wealthiest and most substantial. Its growth has been marvelous. In two years and a half from the date of its organization it has grown to a membership of over five hundred (within 40 of the limit) while it has erected one of the most palatial buildings for its own use that is to be found in the Northwest. The structure is situated at the corner of Fourth Avenue South and Third St. It boasts of having the highest exchange room of any like building in the United States with the single exception of that of the new Chicago Board of Trade building. The cost of the structure was not far from \$175,000. Memberships are now valued at \$500. The building was dedicated in June, when 3,000 people, including representatives from Chicago, Milwaukee and other leading cities, were present. The exercises were very interesting, concluding with a banquet and ball. The president of the Chamber is Hon. Geo. A. Pillsbury, our worthy mayor.



THE UNIVERSITY OF MINNESOTA.



THE COLLEGE OF AGRICULTURE.

CHURCHES AND SCHOOLS.

Minneapolis has been properly called "The City of Churches," and as in religious matters it occupies a front rank in the Christian cities of the country, so in education—that noble co-laborer with Christianity—has it unexcelled advantages for the instruction of its every resident. There are in the neighborhood of one hundred church edifices in the city, of which the Methodist Episcopal denomination leads with sixteen. (It may be stated here that Rev. Cyrus D. Foss, one of the most eloquent and brilliant bishops of this denomination, is a resident of our city.) The edifices are in perfect keeping architecturally with the homes and business blocks of the city, and many of them are unsurpassed in elegance in the West. The most beautiful are the Westminster Presbyterian, built of red Lake Superior stone, and situated at the corner of Nicollet avenue and Seventh street; Plymouth Congregational, a striking stone building on the same avenue one block above Westminster; the Church of the Redeemer (Universalist,) also of stone, at the corner of Second avenue South and Eighth street; the Central Baptist, of red brick, at the corner of Fourth avenue South and Grant street; Hennepin Avenue Methodist, of red brick at the corner of Hennepin avenue and Tenth street; Gethsemane (Episcopal,) of white stone, corner of Fourth avenue South and Ninth street; the First Baptist Society is also about to erect a magnificent building at Tenth street and Harmon place. The other edifices are all attractive houses of worship and on each Sunday in the year are well filled. It is doubtful if any city of the size of this in the world sees so large a proportion of its population wending its way churchward on a Sabbath morning. The pastors of the city are earnest Christian workers, and among them are to be found some of the best pulpit orators in the country, notably Rev. Dr. Tuttle, Dr. Hutchins, Rev. W. T. Chase, Dr. Stryker, Dr. Sample and Dr. Scudder. The various denominations represented here are: Advent, Baptist, Catholic (Roman,) Congregational, Christian, Disciples, Episcopalian, Evangelical Association, Evangelical Synod, Friends, Hebrew, Lutheran (Scandinavian German), Methodist Episcopal, Presbyterian, Swedenborgian, Unitarian, Universalist.

The educational institutions, which are the boast of Minne-



HIGH SCHOOL BUILDING.

apolis, are headed by the University of Minnesota, which is most picturesquely located on the east bank of the Mississippi river in the East Division, about one and one-half miles from the Nicollet House. It is presided over by the ablest professors, and has grown in twelve years to such proportions that it is classed among the leading educational institutions of the West. Its motto engraved upon her corporate seal, fitly expresses the central idea of the organization of the institution, "All arts have a common bond." Women are admitted to the university, and more than one-third of its students are of the fair sex. The total number of students in attendance is about 600. The regents have recently erected a mammoth coliseum on the grounds, which is also to be used as a drill hall, for graduating exercises, etc. A gymnasium, farm house museum, library, observatory, and other structures are to be erected. There is a library of 15,000 volumes connected with the institution—the largest in the state. An agricultural college is also connected with the University. Instruction is free to all.

The public school system of the city is one of the best on the continent. The High School building is a magnificent stone structure, handsomely located on a commanding eminence on Fourth Avenue South, extending from Eleventh to Grant streets, while the various other schools of the system are located at convenient points in the city—the buildings being large, well lighted, heated and ventilated, and of a pleasing external and a cheerful internal appearance. The ablest professors and teachers are employed.

There are scores of other private and sectarian schools. Augsburg Seminary (a Scandinavian school), Bennett Seminary (for young ladies), Judson female institute, Minneapolis Academy (a preparatory school), and others, including eight parochial schools, and one or two kindergartens. There are also two or three well established business colleges. The value of school property of all kinds in Minneapolis is estimated at \$800,000, of which half a million is in the public school system of the city alone.

JOURNALISTIC.

The press of Minneapolis is in keeping with all its other enterprises and industries. There are three dailies published here, while two others published in a neighboring city have branch offices here. The two daily newspapers upon which the citizens rely for their news, and for their assistance in time of public necessity, are the Evening Journal, the leading afternoon newspaper of the Northwest, and the Morning Tribune, which cannot be excelled. The South Minneapolis News is a small but spicy sheet devoted more particularly to the interests of lower town. The Pioneer Press and the Globe are both morning papers with Minneapolis branch offices. These papers all give the full associated press dispatches; contain in addition special dispatches covering the entire Northwestern territory; are ably edited, and in giving the local news of the city they represent, have no superiors in any city in the country. As an evidence of their deserving prosperity, it may be mentioned that a handsome stone and brick structure, to cost \$125,000, is now being erected especially for the Tribune, while the Evening Journal has purchased a site near the new Union depot, on which it intends to erect a granite or marble building of its own. The papers have large circulations, the population of the city being essentially a reading one. Of the weekly American papers there are the Farmers' Union and Weekly Tribune, Saturday Spectator, Hennepin County Mirror, Minneapolis Weekly and the News-Letter. Beside these there are the following class and sectarian journals: Northwestern Miller, Mississippi Valley Lumberman and Manufacturer, Tourist and Sportsman, Temperance Review, Celtic World and the Free Baptist. The foreign population has the Freie Presse, Svenska Folkets Tidning, Unsi Kotimaa, Budstikken, Folkebladet, and the Canadian-American. The monthlies are: The Minnehahan, The Homestead, The Housekeeper, Wood and Iron, Journal of Education, Bibelbudet, and the Mechanical World. Each fills its own particular sphere most successfully, and all are credit to their publishers and the enterprising city whose cause they invariably champion.

THE PARKS.

The citizens of Minneapolis in an early day had an opportunity to purchase Nicollet Island—which is now reached from the west side by a suspension, and from the east by a stone arch bridge—for a park, the purchase price being about \$40,000. But the proposition was declined and to-day an hundred times that sum would not purchase it. But as if to make amends for the grave mistake made in voting against the purchase of the beautiful island now covered with majestic houses and busy manufactories, the citizens, less than two years ago, voted by an overwhelming majority in favor of a park commission. The proposition found origin in the Board of Trade, an organization which has done much to advance our material interests, where a resolution in favor of the organization of such a board was introduced during the winter of 1881-82 by C. A. Nimocks. The bill was perfected, passed the legislature, was ratified by the people, and was soon in active operation with one of our most popular citizens, Hon. C. M. Loring, at its head as president—a position which he still occupies, having been unanimously re-elected, this year. The bill provided for issuing \$550,000 of city bonds, and for an annual one mill tax. Only a trifle over one year has elapsed since the board commenced active operations, and yet in that time it has perfected one of the most magnificent plans for parks, park ways and boulevards that any city of its size can boast of. It has, beside, expended \$350,000 in acquiring property, and in active work thereon. Central park, containing eighty acres and located near the Lowry Hill, out Hennepin avenue, and which includes Johnson's Lake, is the chief, and when completed will be one of the most beautiful spots to be found anywhere. There are seven other parks, located in various parts of the city; the object of the commission being to provide breathing places within the reach of every citizen, and in such locations that a park may be within walking distance of any home in the city. Added to this system of 100 acres of parks, a system of lake and river boulevards, consisting of magnificent drives along the majestic Mississippi, and around the shores of Calhoun, Harriet and other lakes, has also been devised—their total length being thirty miles. To H. W. S. Cleveland, an eastern landscape architect of renown, who has been engaged to superintend the work of laying out and beautifying the parks, much of the grand results already achieved is to be attributed.



C. AULTMAN & CO.,

CANTON, OHIO.

Buckeye Grass and Grain Cutting Machines.

The Standard of Excellence.

Phoenix Road and Farm Engines,

Wood, Coal and Straw Burners.

Miller's New Model Vibrator,

The only perfect Separator in this World.

Minneapolis Branch House,

Corner Third Street and Third Avenue North.

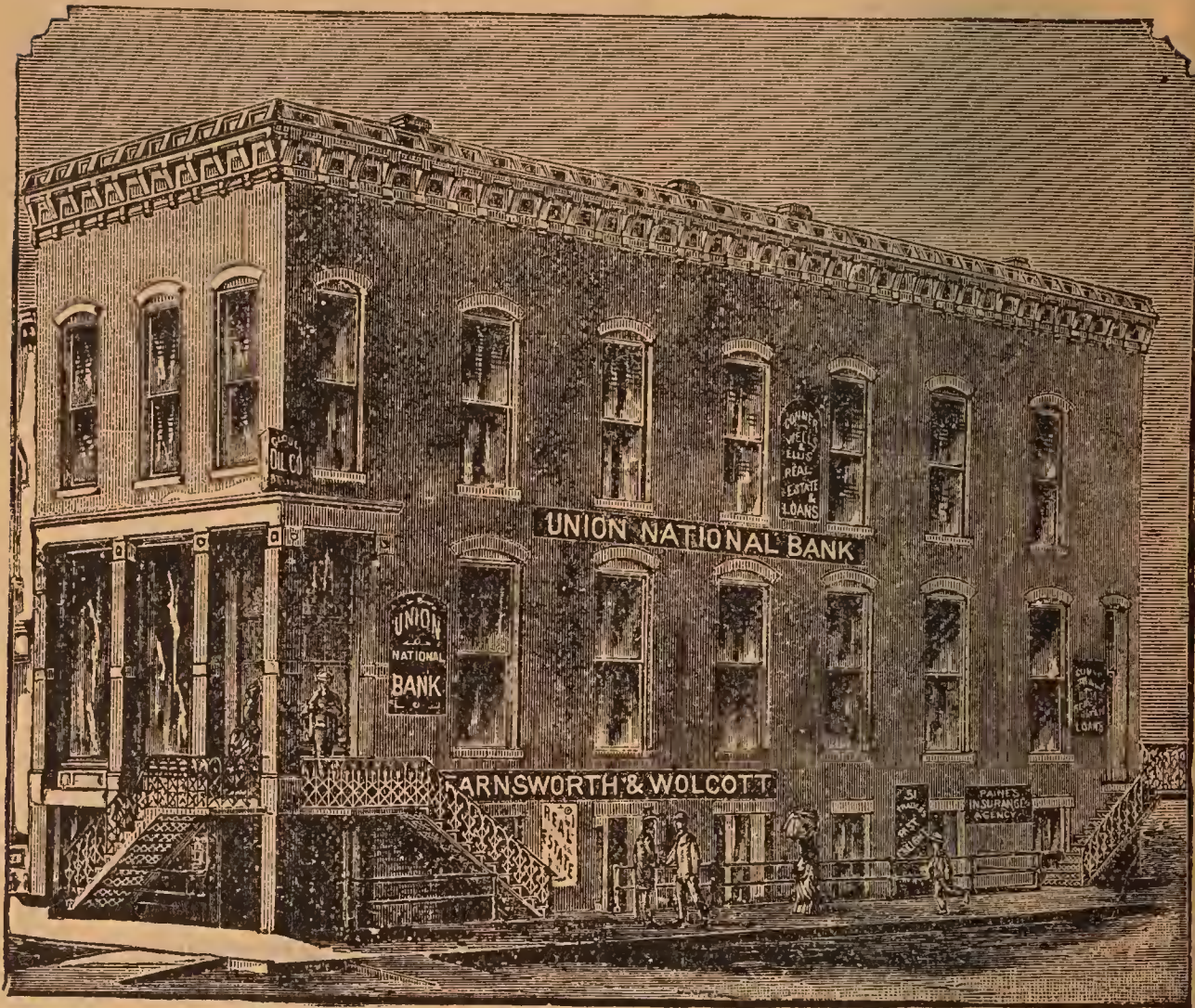
CHAS. J. GOTSHALL, MANAGER.

To the Press.—

Representations of the Press of the country intending to attend the Reunion should immediately notify Geo. P. Wallihan, secretary Minneapolis Press Club, as the entire matter of reception and granting courtesies of press privileges, badges, etc., has been placed in the hands of the Press Club, who will have a tent on the ground for the use of newspaper men, where information and credentials will also be furnished.

THE STREET RAILWAY.

One of the best street railways in operation in this country is that of Minneapolis. It is under the management of a gentleman to whose indefatigable labors in her behalf Minneapolis owes much of her present prosperity, the Hon. Thos. Lowry. Lines extend from the central part of the city in all directions; five miles to Lake Harriet on the southwest; three miles out Fourth avenue on the south; two miles out Riverside on the southeast, four miles into northeast Minneapolis; three miles into north Minneapolis, and in fact into every outlying suburb. The company has in operation 31 miles of road. Many of the lines are double-tracked, all are fitted with elegant coaches, most of them new; the roads are smooth, and in every way is there evidence of creditable management. The company uses 150 cars, 500 horses and mules, employs 350 men, and has a capital stock of \$1,000,000. Last year it expended in improvements \$320,000 and carried nearly 9,000,000 of passengers, or about four times as many as in 1881. The expenditures of the company this year will exceed half a million; for in addition to the extensions being made in every direction, extensive shops for the manufacture of cars are being erected in the vicinity of Lake Calhoun.



We present our compliments to the members of the Grand Army—particularly to those who served with us under Sheridan in the Nineteenth corps, in the Shenandoah Valley.

We are doing an extensive business in handling agricultural and timber lands and town lots along the entire length of the Northern Pacific Railroad.

We have also made some very satisfactory exchanges of such property into city property.

Our main business is in handling property in this city, and we have some of the best residence and business property in Minneapolis for sale.

If you want to make an investment, or simply wish to inform yourselves about the Northwest, call in and see us.

We are glad to refer to our past record and to the community generally as to our judgment and success in selling Real Estate.

FARNSWORTH & WOLCOTT.

REAL ESTATE AND BUILDING.

During the year 1883, the demand for real estate in Minneapolis was phenomenal, and the transfers recorded at the office of the register of deeds for the year, amounted to \$28,308,550. As showing the increase in two brief years, a single quotation may be made from the Minneapolis Board of Trade Report for the year, 1881, which read: "During the last three months [of the year] over three and one-fourth millions of dollars was paid for real estate." This was regarded as a vast trade, but for the three closing months of the second year later (1883), the figures amounted to \$8,733,264, or more than double the record for the corresponding months in 1881. The same report from which we quote, in 1881 noted an advance of from 25 to 30 per cent. in prices of real estate during that year. And yet at that time the highest price paid for real estate by the front foot was \$350. This year \$1137 has been paid, and some desirable locations are held at a higher rate. In 1881, in a location which we recall as we write, lots sold for \$600; to-day they bring \$3,000. The advance in the price of real estate was in keeping with the growth of the city—nothing more. There was no fictitious value, no inflated price—nothing but a steady advance in keeping with the surroundings. As a consequence there has never been any fear of a decline. Real estate has advanced simply because it was daily becoming more valuable, and it is firmly held to-day—when business throughout the country is quiet—at the highest prices reached, there being in all quarters indications of a still further increase in values. As an illustration of the abiding faith which Eastern capitalists have in this great manufacturing center which relies upon the fertile soil of millions of broad acres for its prosperity, it may be stated that \$100,000 held in Western Union stock, was recently closed out for the purpose of purchasing Minneapolis realty. During 1883, 147 additions to the city were platted, containing 13,834 lots. For a series of years the real estate transactions of the city have been :

Total 1883.....	\$28,308,550
Total 1882.....	19,161,294
Total 1881.....	8,425,045
Total 1880.....	4,608,017
Total 1879.....	3,080,245

S. C. GALE.
GEO. H. RUST.

ESTABLISHED 1856.

A. F. GALE.
C. A. EATON.

GALE & CO.,

Lands, Loans, Insurance.

Cor. Washington and Nicollet Avenues.

COME IN AND SEE US.

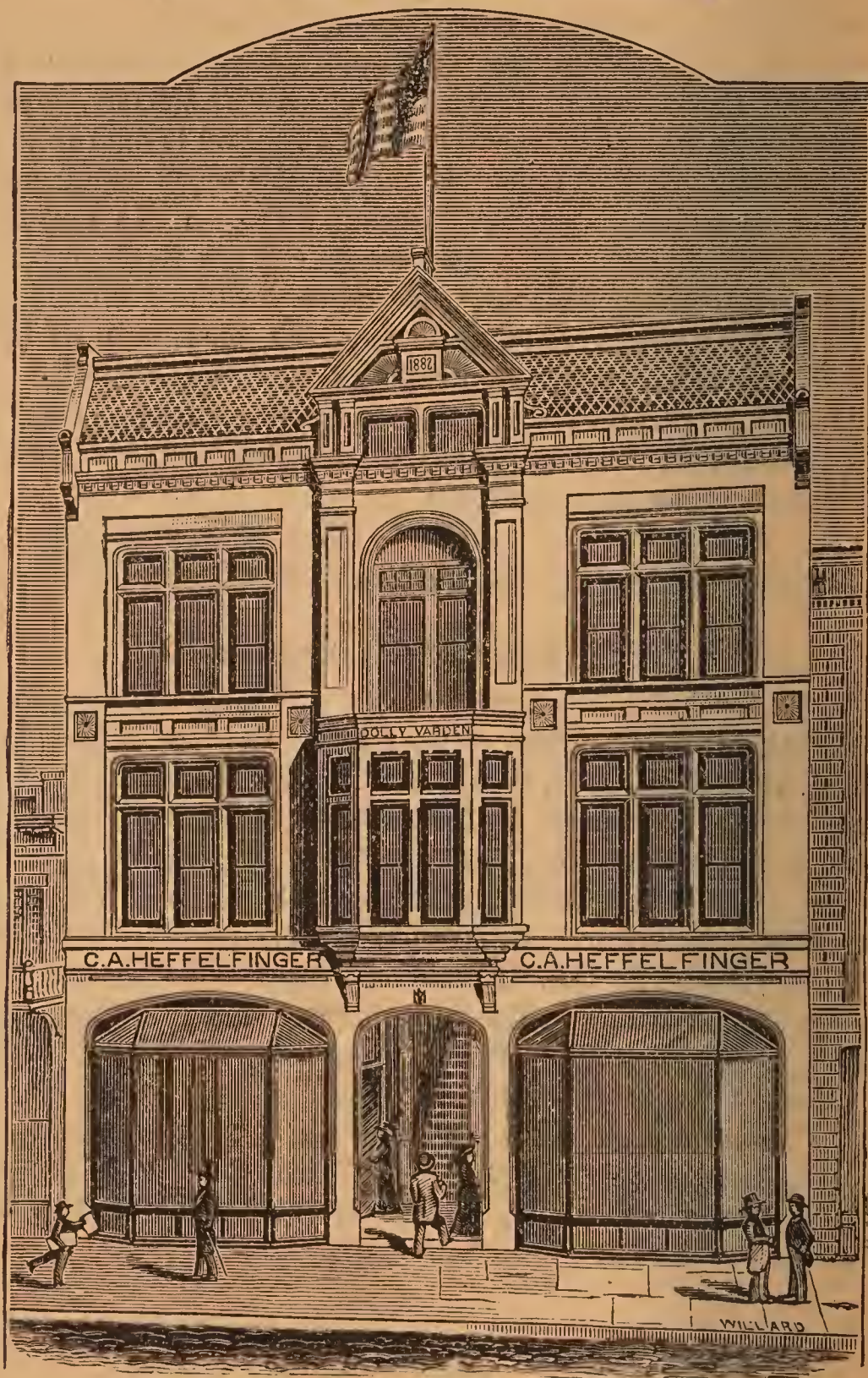
There is in the building line corresponding activity, and in no direction can cheap structures be found. It is characteristic of Minneapolis, that from the West Hotel, costing \$1,500,000, down to the humblest home of the laborer, some attention is paid to architectural beauty. There is no other city in the world where so few poor buildings or unadorned houses are to be found. In 1883 there were erected 255 brick and stone stores, costing \$2,600,625 ; 335 frame stores, costing \$551,450 ; churches, factories etc, costing \$834,300 ; 2,539 residences, costing \$5,034,700, making in all 3,320, at a cost (including \$350,000 for repairs of old structures) of \$9,390,450. Added to this there remained to be expended on buildings commenced during the year \$2,987,000, making the total building operations for the year \$12,377,450.

REAL ESTATE AGENCIES.

Seth Abbott, E. C. Allen, Wm. Baker, M. Ball & Co., H. B. Beard, J. H. Bishop, J. D. Blake, E. F. Bluker, Z. E. Brown & Co., A. J. Boardman, Brown & McIntyre, Ball & Menage, Cassedy & Findley, S. P. Channel, Coe, Foreman & Co., B. F. Cole, A. J. Condit & Co., Cone, White & Paus, Conrad & Co., Conner & Co., E. S. Corser & Co., Farnsworth & Wolcott, H. A. Gale, W. A. Gilson & Co., H. O. Hamlin & Co., Hilliker & Murphy, H. E. Ladd, Lauderdale & Co., McMillan & Hastings, McMullen & Hammond, C. A. J. Marsh, G. N. Merriam, Mitchell, White & Co., Moffit, Nind & Co., Monroe Bros., J. C. Plummer, Potter, Thompson & Co., W. Ragan, Chas. Robinson & Co., J. H. Rolfe, I. C. Seeley, Sumner & Baxter, J. Thompson, J. W. Towsley, Towne & Darling, Turner & Hastings, J. S. Warnock, J. A. Wolverton, Jordan & Marchant, Gale & Co.

FINE SHOES.

Ladies' and Gents' Fine Shoes Made to Order.



The Most Extensive Retail Shoe Store in the West.

219 TO 223 NICOLLET AVE.

Those who wish to find all the styles of the best New York and Eastern Metropolitan establishments, and at less than Eastern retail prices, should go to

HEFFELFINGERS

LEADING RETAIL BUSINESS HOUSES.

Dry Goods—Dale, Barnes, Morse & Co., Wm. Donaldson & Co., Goodfellow & Eastman, Hale, Thomas & Co., Sea & Co., Segelbaum Bros., Wheeler Bros. & Co., Ingram, Olson & Co., Kenyon & Prentiss, and 100 others.

Groceries—F. H. Aldrich, S. N. Bell, Berry & Onion, C. S. Brackett, E. T. Durgin, Farris & Truman, Hannah & Co., B. B. Hart & Son, Jacobs, Ford & Co., Wesley Neill, S. Smith's Son, Sea & Co., Wm. Donaldson & Co., Hager Bros., Minneapolis Grocery Co., Parkhurst & Son, and 200 others.

Boots and Shoes—Brosnan Bros., Chesnut & Son, P. J. E. Clementson, E. Dean, J. W. Field, Hardin & Ainsworth, Hann & Williams, C. A. Heffelfinger, J. S. Heaton, J. C. Higgins, A. Knoblauch & Son, Minneapolis Shoe Co., J. E. Moran, Sea & Co., and 100 others.

Hardware—J. A. Bixby & Co., Chalmers & Williams, G. P. Derickson & Co., Gallison & Gowan, Janney Bros., Thomas & Brittain, Tunstead & Moore, Janney, Semple & Co., Miller Bros., George F. Smith.

Jewelry—H. F. Legg & Co., Mosher & Co., J. R. Elliot, Eustis Bros., J. F. Macomber, B. B. Marshall, A. S. Sanborn, J. C. Slafter, G. G. Wells, R. G. Winter, W. H. Chamberlain.

Druggists—F. W. Ames, Crosman & Plummer, T. K. Gray, J. R. Hoffin, Melendy & Lyman, R. P. Russell, Pabody & Whitaker, Patterson & Chilstrom, A. H. Rose & Co., S. J. Sherman, Webster & Churchill.

Crockery and Glassware—Foss & Starr, Johnson Bros. & Wing, McClelland Bros., W. H. Glover.

Furniture—Phelps & Bradstreet, C. P. Stevens, Wingate Bros.

Clothing—American Eagle Co., Aronson Bro., Bentson Bros., J. Bernstein, Boston One Price, G. S. Butler, W. P. Cady, J. H. Chase, Harrison & Co., A. Levi & Son, Geo. Levi, Lowenstein & Co., M. Nusbaum, J. E. Ofstein, Plymouth Clothing Co., R. Rees & Bro., Rothschild & Co., Skoll & Robitshek, Syndicate Clothing Co., J. H. Thompson, C. G. Vanstrum, Walrath Bros.

Gents' Furnishing Goods—Simpson & Henderson, E. G. Barnaby & Co., Wm. H. Tice & Co., C. Fuller, Young & Baker.

Books and Stationery—Cushman & Plummer, C. D. Whitall, S. M. Williams, John Schlener.

Wall Paper—Middlemist & Taylor, Wales & Co., Smith & Speedy.

R. W. JORDAN.

GEO. W. MARCHANT.

JORDAN & MARCHANT,
REAL ESTATE BROKERS
—AND—
LOAN AGENTS.

Office 14 South Fourth Street, Room 3, Sample Block,
Minneapolis, Minn.

We have a large list of Houses and Lots in the
City. Also Farm Lands, both Improved
and Unimproved in this State,

WISCONSIN, IOWA and DAKOTA Territory.

CORRESPONDENCE SOLICITED.

WATER WORKS AND FIRE DEPARTMENT.

Minneapolis can boast of a system of water works unsurpassed anywhere, while her fire department is equal to that of any of the leading cities of America. The water works were established by the city council in 1867, in what is now known as the Holly mill. A rotary pump was the sole machinery at that time. Five years later they were removed to the present location. In 1882 additional ground adjoining the old site was purchased, a new pump-house was erected and a new tunnel built. The water that supplies the mains is brought from a crib in the middle of the river through a wrought iron pipe 36 inches in diameter and 700 feet long. The pumping machinery is run by two 48-inch and two 60-inch American Turbine water wheels, having 1,350 horse power, and which drive five pumps, which can pump into the mains and distribute throughout the city 22,625,000 gallons of water daily, while this is to be increased during the present year by 20,000,000. The system is the direct pressure, pumping through a distribution. There are in operation $31\frac{1}{2}$ miles of cast iron pipe, and 2,539 taps. The city is divided into districts, and by a system of gates and distributing apparatus, the pumps can supply a fire pressure in one district without interfering with the domestic pressure in the other. Last year the daily average of water pumped was 7,360,969 gallons, or 73 gallons for each individual in the city. The water works are valued at \$721,726, and there is on account of them a bonded debt of \$507,000. The water rentals amount to \$69,000 per year at present, and this amount is being largely increased with each succeeding year. The water works are managed by a superintendent and chief engineer, being controlled by a board of water commissioners, of which the mayor is ex-officio chairman.

There are 83 members of the Minneapolis fire department, 40 permanent and 43 transient. There are 11 engine houses valued at \$77,000, six steam fire engines, three chemical engines, two hook and ladder trucks, eight hose carriages, 35 horses and 20,000 feet of hose. There is a fire alarm telegraph system of 35 miles of wire, with 70 alarm boxes.



MILLER BROTHERS, of 304 and 306 Hennepin Avenue, (Boston Block,) have a spacious store filled to repletion with a carefully arranged stock which could not be mentioned in detail unless time was of no consequence and space unlimited. As it is, we must be content with mentioning a few specialties, that are particularly interesting to this growing region, and first is builders' hardware in unlimited assortment, bronze goods being one of the specialties in this department, and mechanics' tools all of the finest workmanship and from the best known manufacturers. Polished plate glass supplied at factory prices. Also common glass and Cathedral glass cut to order of all colors. The array of Housekeepers' goods is complete; of silver-plated ware and cutlery there is an attractive exposition, and as for the thousand and one little patent conveniences that inventive genius has added to a general hardware stock you will find them all at wholesale and retail at MILLER BROTHERS. Also best brands of nails, sheet-iron, tin plates, &c. Mail orders promptly attended to.

IN GENERAL.

It could not be expected that in a volume like this the history of so wonderful a city as Minneapolis could be faithfully written, nor a tithe of the advantages it possesses or the attractions it offers be justly detailed. It has been only the greater of its manifold industries of which we have been able to make a passing mention. To a few others, however; still briefer mention may be made in these concluding lines.

The city is lighted by gas and electricity. There are two gas companies, the Minneapolis and the Globe, while the Brush electric light system is in successful operation. The latter company furnishes light for a large number of the business houses, beside lighting the streets in the central part of the city. For the latter service posts about 20 feet in height have been erected, besides a mast in Bridge Square from which 32,000 candle power lights flash at a distance of 267 feet from the earth. This is the tallest electric light mast in the world.

The telephone service here has been vastly improved since the Northwestern business passed into the hands of a company from Lowell, and is probably as good as that of any other city. The company evidences a disposition to extend and improve its service as the growth of business makes it necessary. There are public pay stations in various parts of the city.

The only library association in the city is the Minneapolis Athenæum, which has 14,000 volumes.

The Minnesota Academy of Natural Sciences is one of the leading associations of its kind in the Northwest. It holds monthly meetings and publishes annual bulletins.

The musical organizations of the city consist of the Mendelssohn Club, Philharmonic Club, Apollo Club, Harmonia and Frohsinn Singing Societies, beside three or four Scandinavian societies. It was under the direction of the Philharmonics that the recent June festival was given, when Theodore Thomas' orchestra, Christine Nilsson, Materna, Scaria and Winkleman participated. The Mendelssohn Club also gives periodical concerts in the Grand Opera (one of the finest theaters in the United States) which take rank with the best given by traveling organizations.

The city has a large and excellent market, at which nearly \$1,100,000 worth of produce was sold last year.

The value of hotels, summer villas, boats, etc., at Lake Minnetonka is \$1,700,000.

There is located here the Minnesota College Hospital, which is a superb medical school. There are also numerous well regulated hospitals.

THE LYMAN-ELIEL DRUG CO.

Perhaps no one of our business houses better illustrates the rapid and at the same time substantial growth of the jobbing interests of our city than the one whose name heads this page. Succeeding the well-known firm of LYMAN BROS., in August, 1883, THE LYMAN-ELIEL DRUG COMPANY were met at the very threshold of their business career with a misfortune which would have seriously crippled, if it had not destroyed, a less solid and enterprising house. On the 26th of November their store and stock were totally destroyed by fire, but while the old store was still burning they leased a new one and began telegraphing for stock. Thanks to the liberality of our railway managers, they were able to get goods on from New York almost in passenger time, and in thirty days were settled in their present new and commodious store, Nos. 111 and 113 First Ave. South, with a far larger and more complete stock than before. We know whereof we affirm when we say that no Wholesale Drug House in the Northwest offers its customers better facilities for the selection and purchase of stock than the Lyman-Eliel Drug Co., and their financial condition and arrangements enable them at all times to grant reasonable accommodations to their regular trade. The steady and rapid growth of this Company's business and the strong hold they get on their customers, are undoubtedly largely owing to the fact that the officers are not only first class business men, but also courteous gentlemen who make all comers feel welcome. If you are a stranger in the city give them a call. The immense signs on top of their building, No. 111 and 113 First Avenue South, make it a landmark in that part of the town.

A WORD IN CONCLUSION.

Having briefly recapitulated the wonderful growth of Minneapolis, it may not be amiss to give the visitor a reminder of what has occasioned it, for in doing so we shall only be giving him a reason for our belief in its future prospects of unapproachable brilliancy. In the first place its water power is the grandest on earth. — 120,000 horse power, — and not one-tenth of it yet utilized; a location unsurpassed for grandeur of scenery or healthfulness of climate; the center of the finest agricultural region in the world; a population of young and vigorous business men; fortified by nature with the best methods of sewerage; built with as much solidity as any city in the world, having no cheap or tumble down structures; its homes mainly owned by their occupants; its schools and churches, and railroads; opportunities to the mechanic and the artisan to purchase property on easy terms, with ample opportunity to earn the money to pay therefor. Such has been its past, and such with notable additions is its present. For its future, the onward march of progress, the continued investment of eastern capital, the thousands of public and private improvements, all tend to show the abiding faith in its prosperity. Its manufacturing facilities are unsurpassed, and so long as the fields of the land toward the setting sun continue to pour their golden products into the lap of our beautiful city with each recurring year, so long must she continue to thrive; so long will our industries grow, so long can we say to the laborer and the capitalist, to the artisan and the mechanic, if you seek a beautiful home, behold it here. Minneapolis has doubled its population in three years, and that in ten years hence it will reach 250,000 souls, is not a stretch of imagination too severe to be realized.

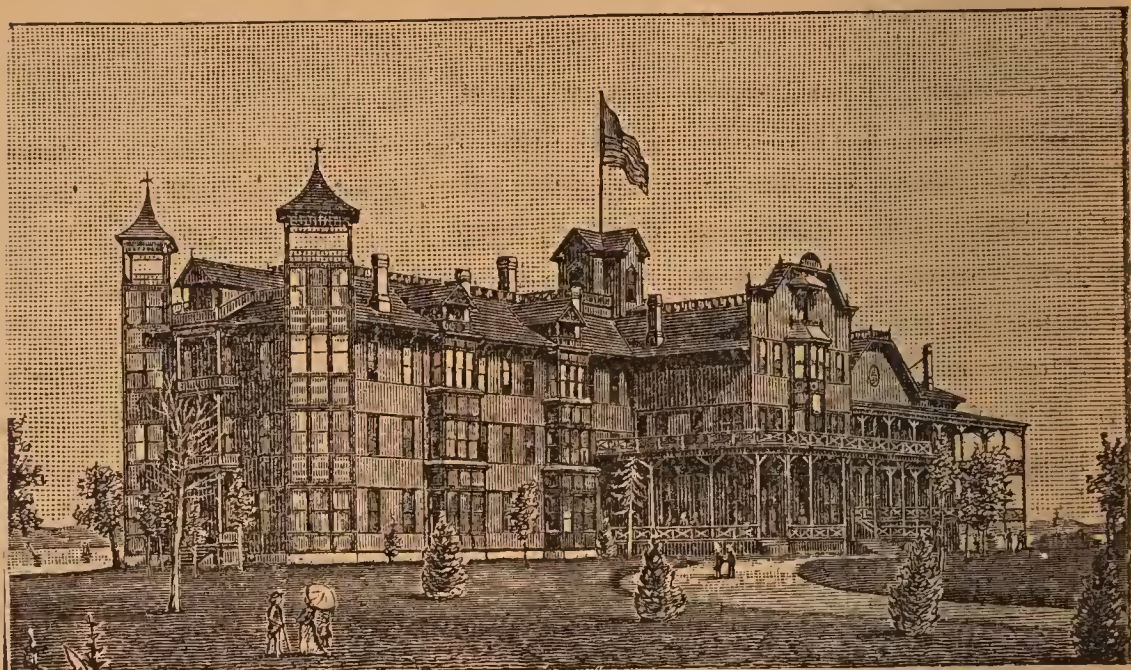
STRENGTH OF THE GRAND ARMY OF THE REPUBLIC.

In Minneapolis 800.

In Minnesota 5,000.

In the United States, 250,000.

THE LYNDALE.



"A Hotel Combining the Convenience of a City House with the Comforts of a Lakeside Resort."

This elegant family hotel is situated in the western suburb of Minneapolis, and on the shore of Lake Calhoun. It is reached at present by the Minneapolis, Lyndale & Minnetonka Railway, ("Motor Line.") which runs trains every half hour from the corner of Washington Ave. and 1st Ave. S. direct to the hotel gate. It is also within fifteen minutes carriage drive from the West hotel, and business part of the city.

From the earliest days in the history of Minneapolis, Lake Calhoun has been the favorite local resort, and was always mentioned as a desirable point for a family hotel. At length, in the winter of 1882-3, the capitalist having the control of the building known as the Pavilion, located on a portion of the old Lyndale farm, decided to erect a first-class hotel. Work was commenced early the succeeding spring, and The Lyndale opened its doors June 21, 1883, with a banquet given by the citizens of Minneapolis to the American Society of Civil Engineers. The great success of this first spread established the prestige of the hotel at once. The house at once became the summer home of the leading families of Minneapolis, as well as tourists from all parts of the country. At this time the house was considered "in the country," but before the season closed, (October 15, 1883.) the growing city

had absorbed the surrounding territory, and the occupants of The Lyndale found themselves not only in the city limits but actually surrounded by elegant residences, with police, fire department, street lamps, and all the accessories which distinguish town from country.

The Lyndale is a first-class hotel in every respect, having all the modern conveniences in the way of gas, water, electric lights, steam heating apparatus, etc. It has perfect drainage and is on a high level plateau, where there can be no stagnant water or swampy ground. The building has a double frontage—facing the lake on one side, and beautiful lawns and driveways, ending with the public street, on the other. A first-class livery and boarding stable is run in connection with the hotel.

The interior arrangement of the building is the very embodiment of comfort and elegance. Everything is cool and roomy. On the first floor is the main office, (40x60 feet), the dining room, with a seating capacity for 250 people, the ladies' ordinary, with a seating capacity for 70 people. On the second floor is the grand music room, said to be the finest ballroom in the State. In addition to these are the usual parlors and reception rooms. The sleeping rooms are arranged *en suite* and are all "outside" rooms. The room furniture and carpeting is the most elaborate of any summer hotel in the Northwest. The dining-room is a marvel of taste and elegance. It faces the lake, and a beautiful view is obtained from every seat in the room. The ceilings are high. The floor is polished maple, covered in places with rich moquette rugs. The tables are mostly of the family size, shaped square, and accommodating eight people.

The hotel has always been under the management of W. G. and G. F. Telfer, and has always been highly satisfactory to the public. Under their direction the house was placed in the front rank with the best hotels in the country, in a short season of three months. They spare neither pains nor expense to keep their hotel up to the standard demanded by an exacting public. All the help, from kitchen up, is the very best that money can hire; and their table is provided with the best the market affords. Strangers are treated with such uniform courtesy and attention that none ever leave the door without regret.

Minneapolis is proud of The Lyndale. It is one of her many attractions, and strangers should not leave the city without at least a visit of inspection.



HOTEL LAFAYETTE, MINNETONKA BEACH, LAKE MINNETONKA, MINN. *The Largest and Finest Summer Hotel in the West!* The Hotel Lafayette is beautifully situated on the North Shore of Lake Minnetonka, 15 miles from Minneapolis and 25 from St. Paul. Twelve trains daily between these cities and the hotel. Superior Accommodations afforded to Members of the G. A. R. at Low Rates. * JEWETT WILCOX, Man'gr. EUGENE MEHL, Prop.

SUMMER RESORTS.

Minnesota has been prettily christened "The Land of Lakes." They abound in all parts of the State, but Hennepin county, in which Minneapolis is situated, is particularly fortunate in having within her limits an unusual number. The largest and handsomest of these is lake Minnetonka, which is sixteen miles west of the city, and which is known as the Geneva of America. It is composed of a series of arms and bays, and although only eighteen miles in length it has a coast of over 350 miles. It is divided into two parts by a narrow channel known as "The Narrows"—the divisions being known as the upper and lower lake. It is a beautiful sheet of water and its shores are handsomely wooded. Here are to be seen hundreds of summer cottages, occupied during the heated term by townspeople who seek a refuge from the heat and dust of the city, finding at their very doors what people in less favored localities are forced to travel hundreds, aye, thousands of miles to reach. There are any number of hotels and these are annually filled, from July 1st to September 1st, with thousands of tourists from all parts of the country—the southern cities, however, furnishing the greater number. The principal hotels are the Lafayette, at Minnetonka Beach; the Hotel St. Louis, at Northome; the Lake Park, at Lake Park place; the Arlington, (now closed,) at Wayzata; the Excelsior House and White House, at Excelsior; the Harrow House, at Shady Island; and the Chapman House, at the extreme upper lake. There are numerous other boarding houses at various points. The lake is reached by three lines of railroad from the city: the St. Paul, Minneapolis & Manitoba, running to Wayzata, Minnetonka Beach and upper lake; the Minneapolis & St. Louis, running to Excelsior and into the Lake Park grounds; and the Minneapolis, Lyndale & Lake Minnetonka, (Motor line,) running to Excelsior. From any of these points touched by the railroads, two large and palatial steamers, the City of St. Louis and Belle of Minnetonka—the latter carrying 2,000 passengers—can be taken for any other point on the upper or lower lake, they making the entire tour of the lake daily, giving the tourist, from their decks, a charming view of all the glories of this Eden of lakes, which a well-known traveler pronounces superior to



THE LAKE PARK HOTEL.

This magnificent summer resort Hotel has the finest location and surroundings of any Hotel in the Northwest. It is situated on a peninsula in Lake Minnetonka, eighteen miles from Minneapolis, having an eastern frontage. The natural forest trees, well-chosen drives, beautiful lawns, ample boat fleet, all add to its superiority as a place of rest and pleasure. It is reached by the M. & St. L. Ry., which lands people near its doors. It is over 400 feet in length, and every room has a broad veranda. Every feature is satisfactory.

anything he saw, in point of beauty, at Geneva, or on the Rhine or Danube. There are also other smaller steamers plying about the lake, and which can be chartered by small parties at a trifling expense. The tourist will find elegant restaurants on the larger steamers, or he can partake of as splendid a dinner as at Saratoga or Newport, at any of the hotels—mine host's charges in each case savoring not at all of the robbery so frequently practiced at summer resorts.

In the city limits, there are several lakes, two of which are very popular resorts. They are lake Calhoun, thirty minutes ride from Washington avenue, on the motor line, and lake Harriet, on the same road, one mile further, both being on the line to Minnetonka. Here a few hours may be pleasantly passed in fishing or boating. At Calhoun is located the Lyndale Hotel, one of the prettiest and best of our summer hotels.

By a drive of half an hour, in a southeasterly direction, or by taking a Fort Snelling train on the Chicago, Milwaukee & St. Paul road, one can reach the falls of Minnehaha—made famous in history by Longfellow's "Hiawatha." Here will be found a precipitous fall of fifty feet—the water of Minnehaha creek rolling lazily away through a thickly wooded and beautiful gorge below to join the Mississippi a mile further on. This spot will be found one of the loveliest hereabouts, especially if the tourist takes a stroll through the ravine on a hot summer day. A hotel at the falls is presided over by an experienced caterer. If one cares to continue the drive, or the ride by rail, he will, about four miles below the falls, reach the famous Fort Snelling, which is located on a commanding eminence at the intersection of the Minnesota and Mississippi rivers, and from which a beautiful view of the country may be obtained. The tourist may rely upon a cordial greeting from the officers at the fort, most especially if his G. A. R. badge is visible.

Minneapolis can boast of one of the handsomest theaters in the country. The new Casino in New York, and the Tabor House, in Denver, only excel it. It is located in the Syndicate block, on Sixth Street, and will be open evenings during the encampment.

TO MEMBERS G. A. R.

Now is the Time to take a Trip to the

WONDERLAND OF THE WORLD,

Yellowstone National Park

With Its Wonderful Geysers ; to the

Dalles of the Columbia

And Other Interesting Points on the

COLUMBIA RIVER

TO POINTS ON PUGET SOUND:

Many members who have come a long distance in attendance to the Reunion at Minneapolis, will not have such an opportunity again in a lifetime.

EXTREMELY LOW RATES

will be offered for Excursions to above points to
Members and their Families.

For Further Particulars Call upon or Address,

CHAS. S. FEE,

General Pass Agent, N. P. R. R., St. Paul, Minn.

A WONDERFUL CITY.

It is extremely probable that within twenty-five years Minneapolis will have a population of a million of souls. In that case it is also extremely probable that its thickly settled suburbs will stretch for twenty miles back on the west side of the river and embrace substantially the whole of Lake Minnetonka. Our grandest boulevards and driveways, and our most commodious parks will be around the diversified shores of that paragon of lakes, and rapid means of communication will place the most distant of Minnetonka's bays and headlands within thirty minute's ride of the business portion of the city, while loud-speaking telephones will enable the business man at his city office to carry on conversation with his family as easily as if he were in his own library at home.

When Minneapolis shall have reached such dimensions, it will be a city unique in its topographical features among the cities of the world. Imagine a city with the Mississippi river flowing through the heart of its business centre, stretching out and embracing Lake Como on the east, its residence center gemmed with such beautiful bodies of water as Lakes Calhoun, Harriet, Cedar, Powderhorn and nearly fifty others of greater or lesser extent, while its suburbs caress the beautifully tortuous outlines of far famed Minnetonka.

All this is not only possible and probable, but we might say absolutely certain. Such a city would of course contain territory enough to accommodate a population as large as that of London. We by no means fear to prophesy that Minneapolis will one day contain a population equal to that of the London of the present era; but before a quarter of that population is reached Minneapolis may spread over more territory than London now does, because modern modes of rapid transit are favorable to the spreading of city populations over wider areas. There is no necessity now-a-days, and in broad America, to pack our urban populations so closely as they were packed in building the cities of the old world, or even the older cities of our own continent. We can give the dwellers in this queen city of the Northwest ampler measures of air and sunshine and a broader expanse of land and water view without interfering with the rapid and efficient transaction of business. We look ultimately to see a belt railroad all around Lake Minnetonka, the

Glass Block Store,

NICOLLET AVE. AND 6TH ST.

The Finest Equipped DEPARTMENT STORE IN THE NORTHWEST.

Our numerous departments are always crowded with the Best Goods at the lowest New York prices. Our buyers resident in New York are always on the outlook for first-class goods, at less than Importers' or Manufacturers' prices; hence our ability to sell so much below all our competitors, and when you are in want of anything in the following departments, the GLASS BLOCK is the place to get it: —

DRY GOODS, AND NOTIONS.

Cloaks and Suits, Millinery, Clothing

HATS AND CAPS, BOOTS AND SHOES,

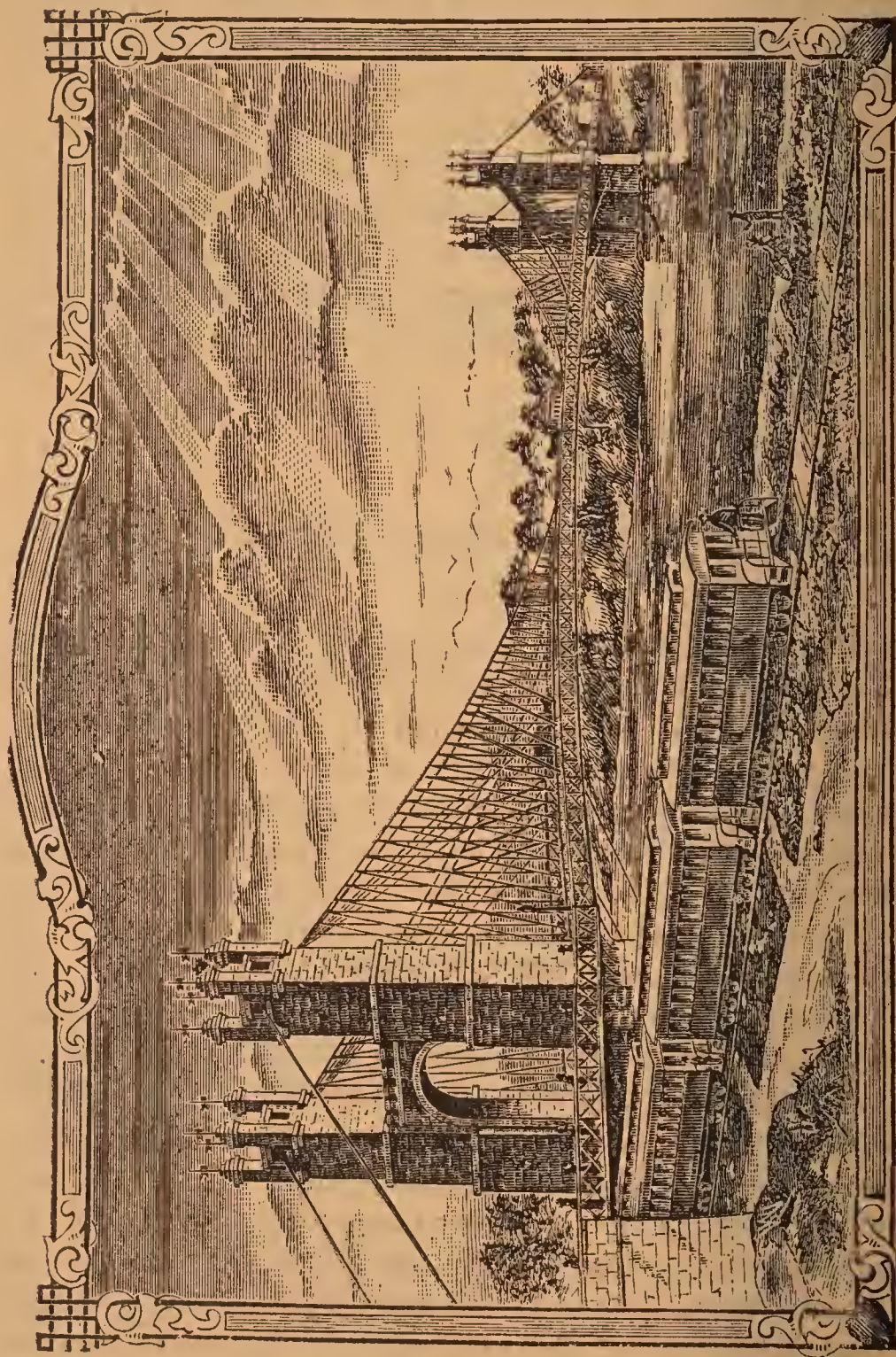
Crockery and Glassware, Silverware, Wooden and Tinware, Stationery and Books, Japanese and Fancy Goods, Druggists' Sundries, Jewelry, Candies and Fruits.

WM. DONALDSON & CO.

projecting arms of the "Big Water" bridged in such a manner as not to interfere with navigation, and this belt railroad connected with the city by several lines of elevated railroad, over which trains may travel at a speed little short of a mile a minute! When that is done a Minneapolis business man may reside anywhere on the shores of the upper lake, summer and winter, with as little inconvenience in going to and from his place of business as one now residing say on Twentieth street. And we believe that the youth now entering manhood will see our prophecy accomplished before he reaches early middle age. Have we not indeed the foundation and all the material conditions for the most wonderful city on the planet called Earth.—*Minneapolis Evening Journal* editorial, Friday, June 20, 1884.

GROWTH OF A SINGLE YEAR.

Perhaps there is no better way of illustrating to the visitor the wonderful strides made by this giant city than to briefly recapitulate her record for 1883. There were laid one and three-fifths miles of pavements; were graded $19\frac{3}{4}$ miles of streets; were built six miles of sewers; were laid seven miles of water mains, $29\frac{3}{4}$ miles of sidewalks, 10 miles of gas mains and 12 miles of street car tracks; were erected 2,800 houses, 590 stores and 91 public and miscellaneous buildings, a total of over 3,500 structures of all kinds; were manufactured over 4,000,000 barrels of flour and nearly 300,000,000 feet of lumber; was expended by the city in improvements, \$859,658; by the railroads, \$1,288,500; by private corporations, \$414,000; by individuals, \$9,390,450. The expenditure for buildings commenced during the year, was \$12,377,450, and for improvements, \$11,952,608. The flour mills turned out over \$17,000,000 worth of products, and the lumber mills nearly \$5,000,000. Miscellaneous manufactures brought in \$21,822,862; the jobbing trade footed up \$38,641,000; the grain trade, \$37,415,000, and the retail trade \$40,000,000. The real estate transactions of the year aggregated \$28,305,000, and the aggregate volume of trade of all kinds exceeded \$200,000,000.



The Suspension Bridge in Minneapolis, was completed in 1877, under direction of T. M. Griffith. The span is 675 feet; towers, 111 high; road way, 20 feet wide; foot walks, each 10 feet wide; platform, 40 feet above ordinary stage of water. The cables for the main bridge are $9\frac{1}{2}$ inches in diameter, those for the foot walks 4 inches in diameter. The strength of the cables is 10,996,000 pounds; strength of floor stays 440,000 pounds.

OFFICERS OF THE NATIONAL ENCAMPMENT OF THE GRAND ARMY OF THE REPUBLIC FOR 1884.

Headquarters, 1202 Chestnut Street, Philadelphia, Penn.

Commander-in-Chief—Robert B. Beath, Philadelphia, Pa.

Adjutant General—John M. Vanderslice, Philadelphia, Pa.

Quartermaster General—John Taylor, Philadelphia, Pa.

Senior Vice Commander-in-Chief—William Warner, Kansas City, Mo.

Junior Vice Commander-in-Chief—Walter H. Holmer, San Francisco, Cal.

Surgeon General—

Chaplain-in-Chief—I. M. Foster, Waterloo, N. Y.

Inspector General—Chas. A. Santmyer, Carthage, Ohio.

Judge Advocate General—William Vandever, Dubuque, Iowa.

Assistant Adjutant General—Thos. J. Stewart, Norristown, Pa.

Senior Aid-de-Camp—John Stewart, Philadelphia, Pa.

Officers of Department of Minnesota. Headquarters room 41, Syndicate Block, Minneapolis, Minn.

Commander—E. C. Babb, Minneapolis.

Senior Vice Commander—R. A. Becker, St. Paul.

Junior Vice Commander—R. R. Miller, Worthington.

Medical Director—J. C. Rhodes, Stillwater.

Chaplain—R. V. Adams, Fergus Falls.

Assistant Adjutant General—H. A. Norton, Minneapolis.

Assistant Quartermaster General—Lewis Maish, Minneapolis.

Chief Mustering Officer—A. F. Foster, Minneapolis.

Inspector—J. L. Brigham, St. Paul.

Judge Advocate—A. R. Burleson, Spring Valley.

THE GRAND REUNION

Will be held at the Fair Grounds. Street cars passing points on Washington avenue every two minutes; fare 5 cts. The Chicago, Milwaukee & St. Paul railroad will run special trains from their depot on Washington avenue every five minutes; fare 20 cts. round trip.

Tents and accommodations will be provided for ten thousand comrades on the grounds. Breakfast and supper will be furnished at thirty-five cents each, and dinner furnished at fifty cents each.

THE NATIONAL ENCAMPMENT

Will meet at the Coliseum on the grounds of the State University. Trains will leave from the new Union Depot, on Bridge Square, every hour; fare 15 cts for the round trip. Street cars will pass all points on Hennepin avenue every two minutes for the University grounds.



SEE NEXT PAGE.

GRAND OPERA, G.A.R. WEEK,

COMMENCING MONDAY, JULY 21

— First Appearance in Minneapolis of the —

CARLETON
ENGLISH OPERA
COMPANY.

FULL CHORUS AND ORCHESTRA,

under the management of MR. WILL J. DAVIS. in a Grand Production
of Herr JOHANN STRAUSS' Greatest Composition

"THE MERRY WAR,"

Introducing the premier Lyric Artist of the English Stage, Mr. W. T.
CARLETON, supported by Miss LILY POST, Miss ROSE
BEAUDET, Mr. JAY C. TAYLOR, Mr GUSTAVE
ADOLPHI, Mr. HENRY RATTENBURY,

ALL OF THE NEW YORK CASINO,

— And the favorite Contralto —

JESSIE BARTLETT DAVIS,

Incidental to the third act will be introduced a Grand *Marche Triomphale*
by the young ladies of the Chorus, in gorgeous costumes.

GENERAL SHERMAN SAYS:—

"There is not a squad of soldiers in the United States that can equal it."

WYMAN, MULLIN & VAN DYKE,

WHOLESALE

Dry Goods, Notions, &c.

MANUFACTURERS OF

**Overalls, Jumpers, Cheviot, Cottonade,
Flannel, and Cassimere Shirts.**

**Jean and Cottonade Pants, Mackinaw
and Lumbermen's Goods a Specialty.**

TENTS, HORSE BLANKETS, &c., &c.

Stock Complete in all Departments.

214 & 216 HENNEPIN AVENUE,

MINNEAPOLIS, : MINNESOTA.

WHAT STRANGERS CAN SEE IN MINNEAPOLIS.

The following brief resume of some of the principal attractions in and about Minneapolis was compiled by the *Hotel Gazette* of this city, a paper which is the equal of any of its kind published in the Northwest:

A city twenty-five years old with a population of 115,000.

A city that has more than doubled its population during the last three years.

A city that is growing faster than any other place in the United States.

A city whose ratio of increase is greater than that of Kansas City, St. Paul, or Denver.

A city whose jobbing interests advanced in ten years from \$750,000 to \$100,000,000.

A city whose jobbing trade increased \$40,000,000 in 1883.

A city whose manufacturing interests aggregate \$48,000,000.

A city that built over 3,500 houses last year.

A city that spent \$12,000,000 last year for building.

A city whose real estate operations for the current year will reach \$30,000,000.

The finest business block under one roof in the country—the Syndicate Block.

A city that has completed the finest Chamber of Commerce in the West.

The handsomest and most commodious business block in the Northwest.

The largest and handsomest hotel in the Northwest—the West Hotel, costing \$1,500,000.

The largest wheat market in the country, save New York and San Francisco, and the largest primary wheat mart in America.

A city with nineteen lumber mills, cutting 300,000,000 feet of lumber annually.

The largest flouring mills in the world, with a capacity of 29,000 barrels daily, and an export trade of 1,700,000 barrels per annum.

The finest lake and summer resort in the country—contiguous to the city—Minnetonka, the Saratoga of the West.

The tallest electric light mast in the world, 267 feet in height, carrying eight lights of 4,000 candle-power each.

The greatest water power utilized in the United States—the falls of St. Anthony, one hundred and twenty thousand horse-power at low water mark.

A most intelligent and enterprising community, composed of the better elements of each nationality.

A public school system second to none in the nation.

Private schools more numerous and more ably conducted than any others in the Northwest.

Minneapolis expends annually over \$200,000 for educational purposes.

Her churches represent every shade of religious denomination, and will rank with those of any eastern city in beauty and magnificence.

One hundred and fifty thousand dollars have been expended in church improvements during the past year, and over \$200,000 will be expended during the present year.

She has few palaces and fewer hovels, while the homes of her citizens are models of taste and substance.

Despite her rigorous winter climate, her city infirmary costs less than any in the nation.

Minneapolis put up more buildings last year than either Chicago or New York City.

New business blocks are springing up on every side in response to the demands of trade.

Minneapolis has more mills and factories, in proportion to her population, than any city west of Pittsburg.

Minneapolis feeds the world with breadstuffs, and her wood, iron and woollen products are found in every section of the Union.

Minneapolis pays larger wages to skilled labor than any city in the Northwest.

Minneapolis has eleven grain elevators within her limits, and no distilleries:

Minneapolis has more miles of street car track in proportion to her area, than any city in the West.

Her broad streets and noble avenues command the admiration of thousands of transient visitors, and her park and boulevard system is unsurpassed.

Minneapolis is surrounded by numberless beautiful and attractive summer resorts, and is the Arcadia of the wealthy classes of the South during the heated term.

The water system of Minneapolis is confessedly the superior of any in the West, giving an abundant supply of pure water for domestic purposes and thorough fire protection.

In great and difficult engineering triumphs Minneapolis has prompted the attention of the entire engineering world.

The great Manitoba viaduct over the Mississippi river is the most magnificent stone railroad structure in the world.

The new Union depot now building will be the most elegant and comprehensive of its kind west of New York, and will render Minneapolis a city of unsurpassed railroad facilities.

The various railroad shops now located here give employment to 2,000 men, and represent a capital of millions, and the Northern Pacific, and the Sault Ste Marie, when completed, will largely increase this estimate.

The government dike, which prevents the erosion of the falls and the decay of the water power, is regarded as one of the greatest engineering works in the country.

Minneapolis has nearly \$7,000,000 invested in banking capital, and double that amount will find ready and profitable investment in the same field.

Minneapolis has passed safely the speculative period in her development, and with municipal improvements second to none, owes less than two million dollars.

Minneapolis has direct and momentary communication by wire with the Chicago Chamber of Commerce.

The Grand Opera House in the Syndicate block, Minneapolis, is reputed in the profession to be the most beautiful and perfect in appointment of any outside of New York City, and joined to the dramatic enthusiasm of the people, has given the city the name of being the most profitable "three night stand" in the country.

EVIDENCES OF GROWTH.

	1880.	1883.
Population.....	48,867	100,000
Votes.....	9,206	18,867
Passengers on street railroads (1881).....	2,471,178	8,400,000
Buildings erected.....	623	3,369
Value thereof.....	\$2,080,000	\$10,533,000
Real estate transfers.....	3,096	9,670
Consideration thereof.....	\$4,548,364	\$27,727,885
Bank capital	\$2,850,000	\$6,058,000
Jobbing trade, proper.....	\$24,299,000	\$48,138,000
Wheat received, bushels	10,264,100	22,124,715
Flour manufactured, barrels.....	2,051,840	4,046,200
Lumber produced, feet.....	149,754,547	329,354,117
Manufactures, (excluding flour and lumber).....	\$10,333,000	\$24,002,000
Freight received and forwarded, car loads	105,262	292,848
Flour sent to Europe, barrels.....	769,442	1,343,105
Assessed value of property.....	\$23,415,256	\$53,906,810

COMMISSION MERCHANTS.

W. S. Ankeny & Co., E. C. Avery, F. A. Bishop & Co., Clark & Linton, Clement & Woodworth, Morse & Sammis, Mills & Linton, Priest, Cleveland & Bain, G. W. Van Dusen & Co., Woods & Stephens, Yerxa & Kirkbride, Beeman & Potter, Russell, Patnode & Co., W. M. Sargeant & Co., Woodward & Co., Baker, Potter & Co., W. F. Meader & Co., Mulford & Bowen, Pressey, Pierce & Co., S. W. Searl, A. B. Taylor & Co., J. A. Shea & Co., W. Stevens.

LEADING LIVERYMEN.

E. W. Eddy & Son, Ensign & Son, G. W. Goosman, F. M. Parcher, Robinson & Mead, Strickland & Wilson, W. N. Russell, Ball Brown.

LAUNDRIES.

Simpson & Henderson, Cascade, Meagher Bros., W.H.Laurence.

J. M. PAINE.

W. W. McNAIR.

PAINE & CO.

Manufacturers and Dealers in Lumber,

MINNEAPOLIS, MINN.

HODGSON & SON, Architects and Superintendents

—•••—
DOLLY VARDEN BLOCK,

—•••—
MINNEAPOLIS, MINNESOTA.

L. of C.

JUN 18 1901

VISITORS TO MINNEAPOLIS

Minneapolis & St. Louis R'y.

Water, however, with its immediate connection

IN THE COURT

ALBERT LEA ROUTE

—A N D—

St. L. M. & St. P. Short Line.

Solid Trains are run from the Union Depots in St. Paul and Minneapolis Through Without Change to

Chicago, St. Louis and Des Moines.

FAST AND FREQUENT TRAINS TO

LAKE MINNETONKA

LOUIS, EXCELSIOR and LAKE PARK HOTEL, con-
necting with the Elegant Steamer

CITY OF SAINT LOUIS'

Human Rights on the Upper and Lower Lakes

11. SMALL TIME TABLES AT 100g

NO. 3 WASHINGTON AVENUE

Under Noble's House.

OF THE UNION DEPOT, Minneapolis

F. E. CLARKE.

MINNEAPOLIS.

S F BOYD.

air'n'l Ticket and Pass *4.30*

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WELCOME TO THE GRAND ARMY

SIMPSON & HENDERSON

WILL ALWAYS BE GLAD TO SERVE

THE "OLD BOYS"

AT THE CORNER, UNDER NICOLLET HOUSE

*They are the Largest Hatters and Men's Furnishers
in the City. They make their Stock of Goods the
Great Attraction of the City. They are the
SOLE AGENTS for the DUNLAP HAT
in the City. They sell more Stetson Hats
than any House in the City. Their
Hat made by Silverman, is a
great success. And their
Price Sherman Hat is
admired by all.*

THEY MANUFACTURE SHIRTS TO ORDER.

THEY OWN AND CONTROL THE

FINEST STEAM LAUNDRY

LOCATED 210 FIRST AVENUE SOUTH.

And the quality of their work will compare with the best in the market.

WE SHAKE HANDS WITH THEM BEFORE YOU LEAVE THE CITY.